

(ESTABLISHED 1881.)

晚一初月五年二十三緒光

五拜禮

號二十月六年英港香

**\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.**

Mails.

Intimations.

STEAM NAVIGATION COMPANY.

10-10-68

Journal of Management Education 30(6)

Journal of Management Studies, 20(6), 791-806.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentini.
 "FATSHAN," 2,266 " " R. D. Thomas.
 "HANKOW," 3,073 " " O. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lussius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 8 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
 "NANNING," 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahoning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

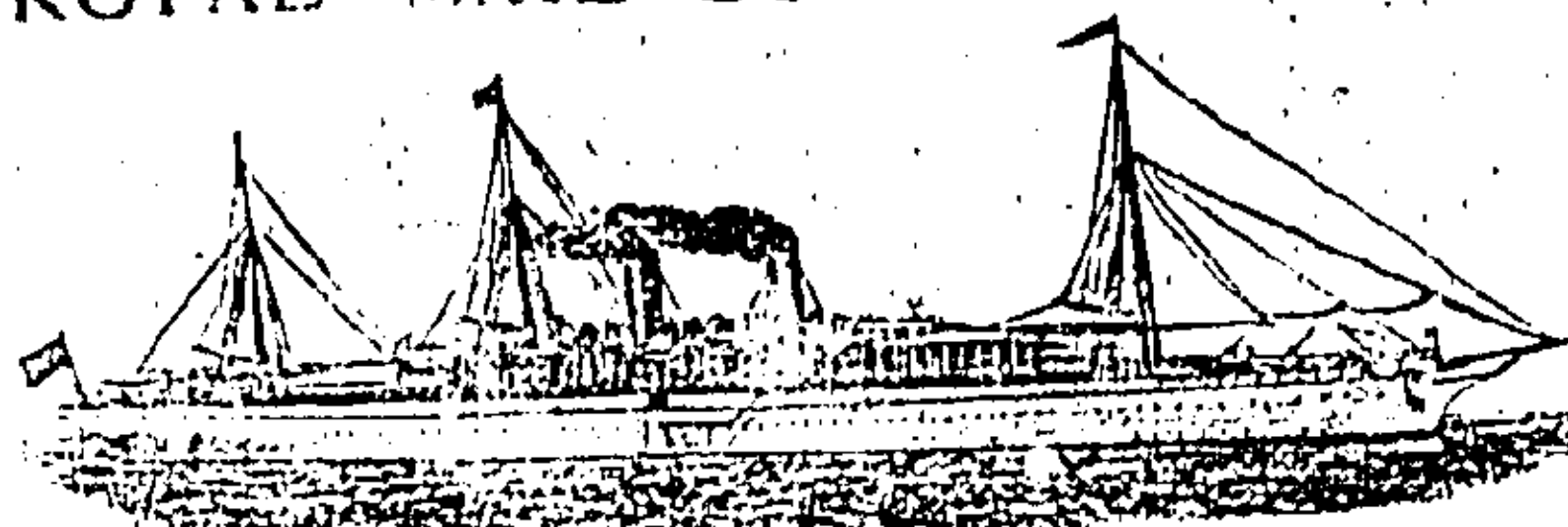
FARES:—Canton to Wuchow Single \$15.00, Return \$25.00.
 Canton to Tak Hing Single \$12.50, Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 18th June, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN".....	2,440	WEDNESDAY, June 27.....	July 21
"EMPEROR OF JAPAN".....	6,000	WEDNESDAY, July 11.....	August 1
"MONTEAGLE".....	5,500	WEDNESDAY, July 18.....	August 11
"EMPEROR OF CHINA".....	6,000	WEDNESDAY, August 1.....	August 22
"TARTAR".....	4,425	WEDNESDAY, August 8.....	September 1
"EMPEROR OF INDIA".....	6,000	WEDNESDAY, August 22.....	September 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to—

Hongkong, 20th June, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$1; Return Ticket, \$1; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, 5s.
 1st Class—Return, 5s; with Cabin, 5s.
 2nd Class—Single, 40 cents; Return, 60 cents.
 3rd Class—Single, 20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the following day (Monday) on production of the Return Ticket, should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
 "KWONG CHOW".....1,309.....T. R. MEAD.
 "KWONG TUNG".....1,238.....R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey\$4
 Meals\$1 each.

ALSO
 Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

1st Class single \$1 with cabin \$2.00, return \$1 " " 3.00.
 2nd Class single \$0.80, return 1.50.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 5, Queen's Road West.

Hongkong, 21st June, 1906. [13]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN.....	WEDNESDAY, 4th July.
ROON.....	WEDNESDAY, 11th July.
SEYDLITZ.....	WEDNESDAY, 18th July.
BAVERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ BITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
GNEISENAU.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.
PRINZESS ALICE.....	WEDNESDAY, 7th November.
PREUSSEN.....	WEDNESDAY, 21st November.

ON WEDNESDAY, the 4th day of July, 1906, at Noon, the Steamship ZIETEN, Captain F. von Binszer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipments will be granted till Noon, on MONDAY, the 2nd July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 3rd July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 3rd July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£44. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN & HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR.....	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND.....	3,302	TUESDAY, 24th July.
WILLEHAD.....	4,763	TUESDAY, 21st August.

ON TUESDAY, the 26th day of June, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	£18.-	£18.10	£14.00	Return £42.00	£37.15
TO BRISBANE.....	£30.-	£30.-	£14.-	Return £54.-	£36.-
TO SYDNEY.....	£33.-	£33.-	£15.-	Return £59.10	£41.10
TO MELBOURNE.....	£34.10	£34.10	£16.-	Return £62.5	£44.5
TO YOKOHAMA.....	\$30.00	\$20.00	\$10.00	Return \$170.00	\$120.-
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.-
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

YOKOHAMA & KOBE.....	PRINZ SIGISMUND.....	WEDNESDAY, 4th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	BAVERN.....	WEDNESDAY, 4th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	PRINZ REGENT LUITPOLD.....	WEDNESDAY, 18th July.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN.....	63. 10. 0.
TO PARIS VIA CHERBOURG.....	61. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	61. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 22nd June, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. I., and Watkins.

Yokohama, May 3rd, 1905.

[39]

"MINIMAX" HAND FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO ROSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

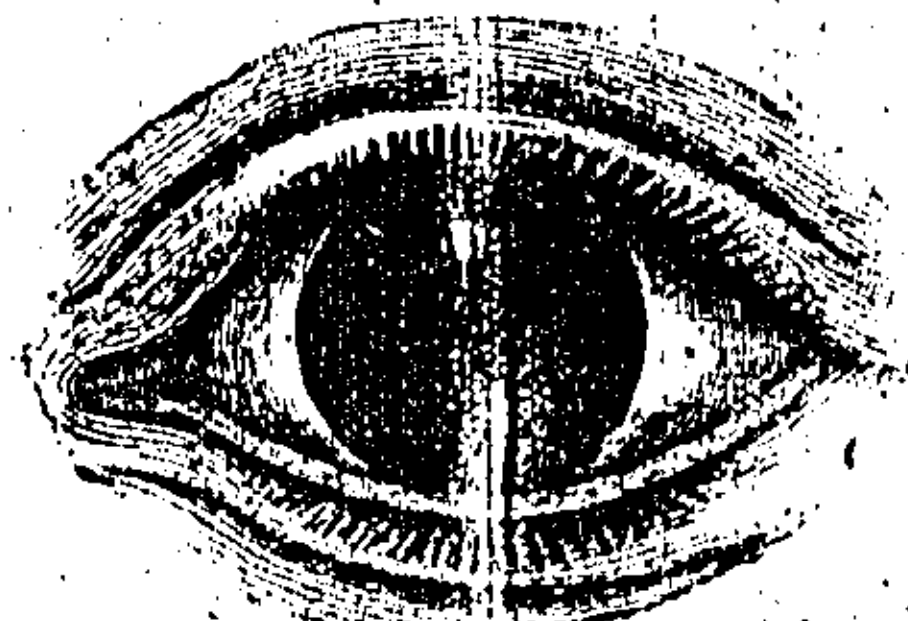
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use. Requires only one hand to hold. Minimum of Price, Weight and Size. Maximum of simplicity and effect.
"MINIMAX"
 Hongkong, 10th May, 1905.

[33]

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS. The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.....	JAVA.	First half July	JAPAN VIA SHANGHAI	First half July
TJINAH.....	JAPAN	First half July	JAVA PORTS	First half July
TJIPANAS.....	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP.....	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE.

Telephone No. 371,
 YORK BUILDING, 1st Floor,
 Hongkong, 19th June, 1906.

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Intimation.

Powell's

ARTISTIC FURNISHERS.

PRESENT DAY
DESIGNS
FOR LOCAL
REQUIRE-
MENTS.

ESTIMATES
and
DESIGNS

FOR
PRIVATE
RESIDENCES
OR
PUBLIC
INSTITUTIONS

FREE ON APPLICATION.

LETTER
and
COAST
ENQUIRIES
HAVE OUR PROMPT
ATTENTION.

Phone: 346.
Tele: "Polo,"
Hongkong

W.M. POWELL,
LTD.,
ALEXANDRA
BUILDINGS,
Des Voeux Road.

Intimations.

K. A. J. OTHOMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAID).

HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [539]

SURPLUS PROVISIONS.

TENDERS are invited for the PURCHASE
of SALT BEEF, SALT PORK, JAMS
of Sorts, MARMALADE, COFFEE, &c.,
which on account of the reduced Squadron on
this Station are surplus to requirements.

The Stores can be seen at H. M. Victualling
Yard and all particulars can be obtained from
the Victualling Store Officer.

WM. HOGARTH,
Victualling Store Officer.

H. M. Victualling Yard,
Hongkong, 18th June, 1906. [660]

CIGARS.

DUTCH CIGARS.
MIXTURE OF JAVA AND BRAZIL TOBACCO WITH
SUMATRA COVER.

Well-known brands are:—
Mercurio (Cigarettes). Orlanda. Carlo Basso.
Flor de Flores. Timosa. Don Alonso.
La Bella Rita. Club. Excelente.

HAMBURG CIGARS
OF BEST BRAZIL TOBACCO.

Roland von Hamburg. Recordschlager.
Aristocracia. Flor de Mondego.

Hammonia Docks.
Beat everything of same origin.

VIRGINIA CIGARS
OF BEST VIRGINIA TOBACCO.

Liliput Export. Delicatas.
Liliput Proprietario. Proprietario.

SOLE IMPORTERS:—
LUTGENS, EINSTAMM & CO.,
2, Pedder Street, 2.
Third Floor. Please take the Lift.
Hongkong, 12th April, 1906. [60]

A. CHAZALON & CO.

JUST UNPACKED.

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Kegs.

SALMON BELLIES " "

SALTED HERRINGS " "

" MACKARELS " "

GERMAN SAUSAGES in Tin (Assorted).

" " in Skins.

" ASPARAGUS.

" VEGETABLES (Assorted).

FRENCH FRUITS in SYRUP (Assorted).

" STUFFED OLIVES.

" ANCHOVY in OIL (Bouillers).

ALSO

PASCAL'S ASSORTED SWEETS AND TOFFEEES.

Hongkong, 12th May, 1906. [61]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND HARTMAN'S GREY PAINT.
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK.

AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [62]

THE SAILING-SHIP "ATLAS."

STORIES OF TERRIBLE TREATMENT.

INQUIRY AT YOKOHAMA.

The *Advertiser* publishes the following accounts of treatment which the crew allege was meted out to them by the master and officers of the American sailing-ship "Atlas."

"If the statements of a number of the crew of the good sailing vessel 'Atlas,' now in this port, are to be believed, she must have been a veritable hell."

"Clapped into irons on the least provocation, kicks, cuffs and blows while strung up spread eagle style, lashed by the officers with the rope's end while spinning the captain on the short ration for almost five months, a diet of salted shark and porpoise, knocked over the head with mauling spikes, appears to have been the daily programme on the vessel, and finally when the men demanded to see the Consul a few days ago, the captain fired a revolver at one of the crew, and put every man he could muster in irons on Monday, until the sailor who was fired at, driven aloft by the officers, plunged into the sea, swam to a sampan and brought word of the miserable plight of himself and shipmates to Consul-General Miller, who yesterday held an investigation, and examined several of the crew and the captain."

"A representative of the *Advertiser* interviewed several of the men separately, and their stories were similar in every particular, and told of most inhuman treatment on the part of the captain and officers, while on the other hand the stories as told by the captain would tend to show that the men refused to obey orders, and were mutinous, and were punished unless they deserved it. But each in the terrible dread the men have of returning to the vessel that several of them state that they are in fear of their lives, which the officers, they say, threatened to take before they reached New York, that they declare if compelled to ship on the 'Atlas' again, they would jump into the sea on the first opportunity rather than suffer further brutality at the hands of the officers. They even state that they will forego all wages due, rather than step on the vessel again."

"The matter is now in the hands of Consul-General Miller, who as representative of the United States Government, took the testimony of the men, and just what steps he will take is unknown yet. The Consul sent Dr. Jones as his representative aboard the 'Atlas' last night, to examine the men now aboard, and of whom signed a paper to the effect that they would testify as to the state of affairs during the voyage."

"Albert Kneipp, an able-bodied seaman aboard the 'Atlas,' when interviewed, stated that the second mate, shortly after they left New York beat him with a rope, and ordered him to work faster, and that on several occasions him on the face and kicked him all over the body. Kneipp admitted that this was his first voyage as a sailor, and would certainly be his last. When he signed the articles in New York, he was not asked whether he was a sailor or not. During the voyage, it was no unusual thing for the second mate to throw belying pins at himself and other members of the crew. For food, he stated, they got but about a pound of salt beef a day. Their allowance of water was about a pint. The captain also struck him on the head so that he could not turn around for two days, and on many occasions, he threatened to string him up to the yard arm. At night they stole the hard biscuits which were thrown to the chickens, such was their hunger. 'When I asked to see the American Consul,' said Kneipp, 'the captain put me in irons together with several others of the crew and strung us up in the sail room, so that we were compelled to stand up day and night until released this morning. I will jump overboard rather than return to the 'Atlas.'"

"Otto Witte, a German citizen, who was an able-bodied seaman on board the 'Atlas,' said: 'I have been to sea fourteen years, and I have never received such treatment as I received aboard the 'Atlas.' Why, only two months ago, the captain held a pistol at my head and told me I would never see my country again, and he then threatened to kill me. Up till the last two weeks of the voyage we never got enough to eat, and the second and third mates were always beating me. I could not speak a word of English when I shipped on the 'Atlas,' and one day because I omitted to say 'Sir' the second mate seized me by the throat and almost choked me, and on another occasion the third mate drew a knife and threatened to kill me. One day I did not understand an order the third mate gave, when he rushed at me and struck me with a belying pin. 'Don't kill him yet,' the captain shouted to the mate, 'I want to make a man out of him before he dies.' We were repeatedly beat with the rope's end to make us run and work faster, and nearly all the men have black eyes and want to leave the ship.' This sailor corroborated the statement of the other in regard to short rations and scarcity of water."

"Bernard Griel, another German sailor aboard the 'Atlas,' stated: 'The captain and the first mate struck me repeatedly on the face, and strung me up when in irons until my toes just touched the ground. On one occasion I was in that position for 5 hours, when the captain came up to me and kicked me repeatedly. The second mate always used a rope or stick on us when we 'spun the captain.'"

"Francis McKay, a Scotchman and able-bodied seaman, had the most exciting story to tell. 'What I have got to say is against the captain and second mate. On one occasion the second mate struck me a violent blow on the face because I let a rope fall out of my hands. The captain put me in irons one time because I did not respond quickly to an order after working for 20 hours at a spell. When I was in irons he choked me so that his finger nails galled my flesh and made nasty wounds, for which he gave medicine. When heaving ho and thrashed us with rope's end. Last Monday morning for permission to go ashore and see the Consul, when he ordered me to turn to, I obeyed. A short time afterwards he called the crew aft and said that no one would be allowed to go ashore to see the Consul, and that if we said anything more about it he would put us in irons. He then ordered us to the fore-cabin and about 15 minutes afterwards we were called aft, again, and I being somewhat behind the rest, on joining them saw all in irons with the captain standing over them with a revolver. He ordered me to hold up my hands for irons, but I refused, and I backed away when he drew his revolver on me and fired a shot which went by my cheek. I then ran aloft and called out to a three-masted ship to summon the police aboard the 'Atlas,' and the officers followed me a short way up and ordered me down, I refused, and seeing the captain with two revolvers, I jumped into the sea and swam to a sampan fifty yards on and came ashore to tell the Consul my story."

"We suffered for want of food and water, and begged and pleaded for the latter. During the voyage we were fed on shark, albatross and porpoise which we caught; the flesh of the shark made some of us quite sick. The albatross we had to skin before we could eat. If I have to go aboard that ship again, either the

captain or I will be killed, for I cannot stand any more of this brutal treatment and starvation."

Seamen: Chapie, Meimake, Frederic, Schlaberg, Vigo Nelson, Frederic, Jensen and J. Griel also had stories to tell of the treatment accorded them by the captain, first and second mates, and the four latter said they chose death in preference to going back to the 'Atlas.' 'Captain Amberson of the 'Atlas' stated that the men who were punished refused to work or obey orders, and were put in irons. As to the shortage of water complained of by the men, he remarked that they had all that was allowed by law, and if he gave all that was allowed to the men to drink, they would have none to make tea or coffee or to cook with, consequently they each got about two pints daily of drinking water. He admitted firing his revolver over McKay's head, who, he declared, called upon the crew to resist the officers, and it was necessary to show them that he was in authority."

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TOMORROW,
the 23rd June, 1906, at Noon, on: Marine Lots Nos. 48 and 50, Yau-ma-ti,
About 500 Tons JAPANESE DUST COAL.
" 1,200 " "IDA LUMP COAL."
" 300 " "JAP. UNSCREENED COAL."
" 200 " "KIRATZU DO."
All in good condition in lots of 100 tons each.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 22nd June, 1906. [664]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TOMORROW,
the 23rd June, 1906, at 2.30 P.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street,
A QUANTITY OF
MISCELLANEOUS ARTICLES,
Comprising:—
MICROSCOPE by Beck, NAVAL TELES.
COPIES, SEXTANTS, BINOCULARS, SILK
UMBRELLAS, LADY'S DRESSING CASES,
ELECTRIC MACHINES, RAINCOATS,
BOOTS, SILVER CLOISONNE VASES,
BANJOES, GUITARS, HATS, CAPS,
FANCY GOODS, &c., &c., &c.

ALSO
CLOCKS, Benson's GOLD WATCHES,
DIAMOND RINGS, PINS and English
GOLD CHAINS.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 22nd June, 1906. [662]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
TUESDAY,
the 26th June, 1906, at 2.30 P.M., at No. 3,
Blue Buildings, Top Floor,
SUNDY
HOUSEHOLD FURNITURE,
Comprising:—
DOUBLE and SINGLE IRON BED-
STEADS with WIRE MATTRESSES,
DOUBLE and SINGLE TEAKWOOD
WARDROBES, CAMPHOR WOOD
CHEST-OF-DRAWERS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS,
PICTURES, BOOK-CASE, BLACKWOOD
CABINET, MUSICAL BOX, &c., &c., &c.

ALSO
One COTTAGE PIANO, by Schedmayer
and Soehne, Stuttgart (in good order and condition).
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th June, 1906. [659]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
THURSDAY,
the 28th June, 1906, at 11 A.M., at the Hong-
kong and Kowloon Wharf and Godown
Company's premises, Kowloon,
COMPLETE CEMENT FACTORY,
Originally intended to be put up as the Kwantung Cement Factory, but landed in
Hongkong on account of the Russo-
Japanese War, will be sold, by order of
the proprietor, Mr. Hereditary Honorary
Citizen Anatoly Charlamyevitch Ter-
lukow of Sibirsk.

The Plant of this Cement Factory, which
has been fitted out with the latest technical
inventions for manufacturing Cement, by the
dry system, consists, among others of:—
LOCOMOBILES (Wolf, Magdeburg).
MILLING MACHINES (Smidt, Copenhagen).
COOLING INSTALLATIONS (Atlas Fabr.).
ELECTRICAL (Allg. Elec. Comp.).
TRUCKS, &c. (Orenstein & Koppel).
&c., &c., &c.

All in all the whole plant is very nearly the
same as the Factory at Kladskop, near Malmo
in Sweden.

Specifications of the Machines and Acces-
sories as well as any further information may
be obtained from—
SIEMSEN & CO.,
Hamburg & Hongkong,
and
LAWYER BUBNOFF,
in St. Petersburg, Wassili Ostrow,
4 Linie, Haus No. 5,
as well as from the Auctioneers,
Messrs. HUGHES & HOUGH.
Hongkong, 18th May, 1906. [518]

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLAR-
GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905. [65]

To Let.

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS ON PRAVA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIFON TERRACE.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 18th June, 1906. [72]

TO LET.

No. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [73]

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147]

TO LET.

No. 2, OLD BAILEY.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 26th April, 1906. [102]

Consignees.

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns, and for extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 25th instant, will be subject to
rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
5th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st June, 1906. [661]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 27th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 20th June, 1906. [74]

NOTICE TO CONSIGNEES.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 4 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th instant, will be sub-
ject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, 26th instant, at
9.30 A.M.

All Claims must reach us before the 2nd
of July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 20th June, 1906. [74]

MADEIRA.

Silver Capsules \$12.00 per Dozen

Gold Do. 14.00 "

Red Do. 16.00 "

MARSALA.

Marsala \$12.00 per Dozen

MOSCATEL.

Gold Capsules \$10.00 per Dozen

Red Do. 12.00 "

MALAGA.

Dark Malaga \$8.00 per Dozen

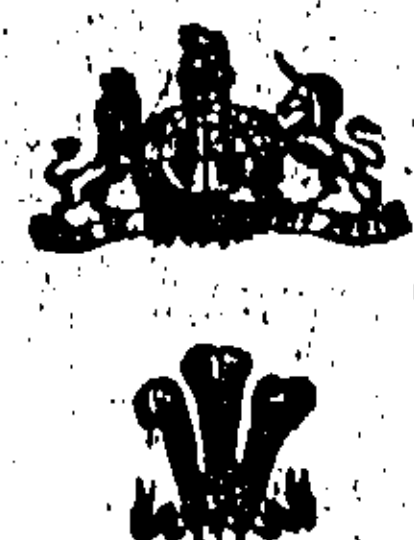
White Do. 10.00 "

BARRETTO & Co.,

Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 10th July, 1905. [19]

Intimations.



**THE POPULAR
SCOTCH
IS
"BLACK & WHITE"**



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HRH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [51]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

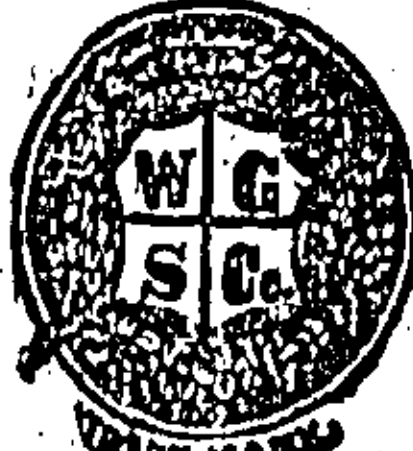
PRICE \$10.50 per case of 48 bottles (quarts).
or 16 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [65]

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

SHERRIES.

DIRECT SHIPMENTS FROM SPAIN.

Sherry \$3.00 per Dozen

Pale Sherry Dry (Gold
Capsules) 10.00 "

Pale Sherry Dry (Red
Capsules) 14.00 "

Gold Sherry (Yellow Seal) 15.00 "

Manzanilla (Red Capsules) 16.00 "

MADEIRA.

Silver Capsules \$12.00 "

Gold Do. 14.00 "

Red Do. 16.00 "

MARSALA.

Marsala \$12.00 per Dozen

MOSCATEL.

Gold Capsules \$10.00 per Dozen

Red Do. 12.00 "

MALAGA.

Dark Malaga \$8.00 per Dozen

White Do. 10.00 "

BARRETTO & Co.,

Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 10th July, 1905. [19]

Intimations.



A. S. WATSON & CO.,
LIMITED.

ERATED WATER
MANUFACTURERS.

In the manufacture of High Class Mineral
Waters the following are essential:—
PURE WATER.

UP-TO-DATE PLANT.

THE BEST OF MATERIALS
AND
EXPERT MANIPULATION.

All these conditions are obtained in
Waters of our manufacture.

Absolute Purity. Repeated analyses
both locally and at home guarantee this.

Up-to-date Plant. Our policy is to
continually introduce every modern im-
provement in machinery and appliances and
although such changes are invariably costly in
the first instance the results attained in
Perfect Aeration and economies in
working justify them.

The Finest Materials only are used.

English Experts manage our factories,
and our Waters are acknowledged by leading
English Makers to be equal to those of
their own manufacture.

These results have only been obtained
through constant experiment; the adverse
climatic conditions of Tropical Climates for
the successful manufacture of high Class
Aerated Waters, necessitating special study.

Our Stone Ginger Beer is the only
successful production of its kind in Tropical
Countries. It at once became popular and
increasing sales testify to increasing popular-
ity. Brewed from the finest Jamaica Ginger
it is perfectly wholesome and is an ideal
summer beverage.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.
Hongkong, 21st June, 1906.

POST CARD COMPETITION.

To all purchasers at
our Establishment of \$1
and upwards between
June 1st and June 25th
will be given a Coupon
entitling them to enter
the following Competi-
tion. The largest num-
ber of English words
that can be made from
"MARIE BRIZARD."

- 1st Prize:
1 Case Pts. Per-
inet & Fils
Champagne \$56.50
2nd Prize:
1 Case Royal
Old Highland
Whisky - - 24.00
3rd Prize:
1 Case MacIn-
tosh Whisky 10.00

AND
10 CONSOLATION PRIZES.

In the event of ties to
be drawn for. All replies
to be sent on Post-cards
only. Prizes will be dis-
tributed the 30th June
when all cards may be
inspected at our office.

CASH LESS 10%
CREDIT LESS 5%.

GREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
19, QUEEN'S ROAD CENTRAL.
Hongkong, 20th May, 1906.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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DAILY—\$30 per annum.
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The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 22, 1906.

MINERALS IN THE NEW TERRITORIES.

Rather more than three months ago we
expressed considerable satisfaction in the ex-
clusive information we were then enabled to
convey to our readers in the fact that the
mineral resources of the New Territories,
which have been annexed under the Kowloon
Convention, would no longer be considered
a doubtful asset; for, as we asserted, we
had positive and absolutely reliable infor-
mation that such resources do exist, and, thanks
to the enterprise of a prominent, and per-
haps the leading, citizen in Hongkong these
resources would, sooner than most people
imagine, be developed, much to the advantage
of the Territories and of Hongkong. We
left no room for doubt in the minds of
our readers as to whom we referred to as
"a prominent, and perhaps the leading, citizen
in Hongkong." Sir Matthew Nathan yester-
day made it clear to whose enterprising spirit
the Colony owes for the first attempt, since
the inauguration of British administration,
made in exploiting the mineral resources of
the additional territory of Hongkong. In
explanation of the Bill, introduced by the
Honourable Attorney General, the Governor
observed that the origin of the measure now
being introduced is an application which
was received in July of last year from the
Hon. Sir Paul Chater for a licence for him-
self and his employees with respect to
minerals in the New Territory. It was
pointed out that attempts had been made to
get minerals from what are now the New
Territories at the time before these Territo-
ries came under British jurisdiction, but the
gentlemen who had taken up the under-
taking again were confident that they are
likely to meet with more success in the
future than had been met with in the past.
That confidence is established on solid
grounds. The indisputable information we
were the first to communicate to the general
public established the fact that iron ore had
actually been found in the neighbourhood
of Three-Fathom Cove and the flank of the
mountain known as Ma On Shan. There
are, as it must be well aware, many pre-
liminary difficulties to be overcome in
launching a scheme for developing the
"finds" which have fortunately rewarded the
enterprise of Sir Paul Chater. On the ground
that success in mineral researches will greatly
assist the development of the dependency of
Hongkong, the Colony must surely welcome
the assurance that Government will give
prospectors every reasonable assistance. Sir
Matthew Nathan was advised by the law
Officers of the Crown that he had no power,
as matters stood, to grant the permission to
mine in the Colony which was asked for by
Sir Paul Chater. The Governor explained
in Council yesterday that Article 12 of the
Letters Patent of 19th January, 1888,
constituting the office of Governor and the
Commander-in-Chief of Hongkong and its
dependencies, set forth the power of the
Governor as regards grants: No instructions
have been addressed to the Governor of
Hongkong with regard to the disposition of
land for mining purposes, and as there are no
laws or regulations in force dealing with the
matter, the Attorney-General advised that the
simplest way of dealing with it was for the
Council to pass a short Bill giving the
Governor-in-Council the necessary authority
to grant licences and mining leases. The
principal provisions of the Bill are three
in number. The first relates to power to
grant prospecting licences, wherein a pro-
viso exists that no "licence shall be granted
for a period longer than six months, renew-
able or not as to the Governor-in-Council
may seem fit." The second clause provides
power for the Governor-in-Council "to grant
licence and authority to any person to get
and carry away in and from any Crown land
such metals or minerals as may be specified
in such licence whether such land be then
held under lease from the Crown or other-
wise: provided that no such licence shall be
granted for a period longer than one year,
renewable or not as to the Governor-in-
Council may seem fit." The granting of
leases is provided for by the third clause

whereby "it shall be lawful for the Governor

to grant and agree to grant, for any term not
exceeding seventy-five years (or for such
longer term as a Secretary of State may
authorise), in the name and on behalf of the
King, such leases as may be declared by the
Governor-in-Council to be expedient to be
granted for the purpose of working such
mines, metals or minerals as may be specified
in such leases, upon such terms and subject
to such conditions as the Governor-in-
Council may in each case determine." The
Bill confers power also upon the Govern-
or to make regulations for the purposes of
the Ordinance. Such regulations may fix
the fees and rents and royalties to be paid
in respect of such licences or leases and may
provide for the recovery of such fees, rents
and royalties. There is, lastly, the provision
of a clause for breaches of regulations which
are subject to penalties not exceeding two
hundred dollars. Hongkong's experiences
in mining ventures in the past, outside the
territorial limits of the Colony, notably in
the Malay States, have proved anything but
encouraging to the employment of capital
in mineral researches. Nevertheless, the
promising results attending the efforts of Sir
Paul Chater will be watched with the utmost
interest and the greatest anticipations. May
the future reveal still brighter prospects is
but the united wish of one and all con-
cerned with the development and greater
prosperity of the Colony.

LOCAL AND GENERAL.

ONLY two Chinese cases of plague appear on
the return to-day.

THE German mail of the 23rd May was de-
livered in London on the 21st inst.

LIEUTENANT W. F. LUNDEN, Royal Garrison
Artillery, left per s.s. *Empress of India*, on the
20th inst., for Scotland via Canada for duty.

LEAVE of absence to the neighbouring coun-
tries, on private affairs, has been granted to
Major H. J. Kelsall, Royal Garrison Artillery,
from 11th July to 17th October.

THE master of the s.s. *Childar* which arrived
from Bangkok to-day reports having seen two
steamers stranded near the Kulao Rai Light.
One of the two ill-fated vessels must be the
wreck of the *Casbang*.

It is reported from Kumamoto that a youth
named Tsunetomo Hideo, nineteen years of
age, committed suicide by throwing himself into
the crater of Aso on the morning of the 6th
inst. He left only a few words to the effect
that he desired to die, being tired of life. This
is the third suicide of this kind which has taken
place during the past few weeks.

PROFESSOR OMORI, the distinguished Japanese
seismologist, who is at present making investi-
gations at San Francisco, is represented in a
London message to the *Nichi Nichi* to have
expressed the opinion that the San Francisco
earthquake concludes a series of earthquakes,
which, beginning years ago, affected the whole
surface of the Pacific earthquake zone. He
thinks a repetition of them to be unlikely.

A RETURN by the Japanese Commercial Agent
at Vladivostok to the Foreign Office in Tokyo
shows that there are 2,000 Japanese subjects
in the Russian port. Among them are 43
merchants, 7 doctors, 4 tailors, 4 washermen, 6
barbers, 2 goldsmiths, 7 clock-makers, 7 car-
penters, 5 blacksmiths, and 17 lodging-house
keepers. Besides the above there are 200
Japanese in Habarovsk and 250 in Nicolaievsk.

A GENSAN dispatch to the *Osaka Asahi* states
that on the 30th ultimo 225 Japanese, the crews
of fifteen steam-launches engaged in diving
operations at Changjin-li, Kangwon province,
were attacked by about 1,000 Korean insurgents.
The men engaged in battle six times during the
day and night. The Japanese provokingly
resisted the force, and a messenger arrived at
the Japanese Residency at Gensan on the 7th
instant asking for assistance.

SOME days ago a Chinese woman summoned
her husband, a contractor, residing at 4, Wing
Wo Road, for support. Mr. F. A. Hazeland,
who heard the case, attempted to settle the
matter amicably between the parties and the
case was discharged. Yesterday morning the
woman appeared against her husband again
and informed the Court that when she went
home she was not properly treated. His Wor-
ship made an order that defendant is to pay his
wife \$15 a month to maintain her and her
children.

By kind permission of Lieut.-Col. A. G. Fitton,
D.S.O., and Officers, the Band of the 2nd Batt.
"The Queen's Own" (Royal West Kent Regt.),
will play the following programme of music,
during dinner, at the Hongkong Hotel, on
Saturday, 23rd inst.:—

March—"The Boys of the Old Brigade".....Barri
Overture to....."L'Espegle".....Bouland
Selection from....."La Fugue".....Audran
Valentine....."Donna Weller".....Vanocci
Intermezzo....."Loin du Bal".....Gillet
Song (Comet Solo)....."Oh! Dry those Tears".....Riego
Selection from....."The Ship Girl".....Carly
The Dances' Jubilee.....Turner
God Save the King.

RECENTLY an enormous turtle was caught off
Haibara, Shizuoka Prefecture. The turtle was
brought to the fish market in Shizuoka, and
was found to be six feet long, four feet wide,
and weighing about 350 pounds. Brokers in
the fish-market bought the turtle, took it to
Shimo Island, and there liberated it, believing
that the generous act would bring prosperity
to their business. The *Japan Chronicle* is in-
formed that turtles are frequently given *saka*
before being thus liberated, while a religious
inscription is sometimes written upon their
backs.

TO-DAY is the first anniversary of the birth of
the late Right Honourable Richard J. Seddon,
Premier of New Zealand, whose lamented
death, as we have already announced, took
place on the 9th inst.

A NAGASAKI dispatch to the *Asahi* states
that one of the officers of the German steamer
Roon has been arrested on a charge of violat-
ing the Fortified Zone Law, having taken a
photograph of Nagasaki Harbour without
permission.

THE Japanese Department of Agriculture and
Commerce has decided to grant subsidies this
year to the Kyoto weaving and porcelain ex-
perimental colleges, the Saitama Dyeing School,
the Gumma Industrial Experimental School,
similar institutions at Osaka, Yamaguchi,
Fukushima, Yamaguchi, Fukui, and Ehime,
and the Iwate Weaving School.

LANCER-SEARGENT COUNELL charged the master
of an unlicensed junk named *Tung Tab Lee*,
before Mr. H. J. Gompertz, at the Magis-
tracy this morning, with anchoring his boat in
the Central Fairway last night. Defendant
said he had only just arrived from Canton and
did not know where he was, so he dropped an-
chor. His Worship imposed a fine of \$5.

ON the 30th ultimo 65 Chinese students were
admitted in the Tokio Mercantile Marine Col-
lege. The course of their training will be
completed in six years and in the last two
years, they will be trained in gunnery and
other offensive tactics on the same lines as
the training in the Naval Staff College. These
students have been sent to Japan and are
maintained by the Chinese Government.

PROGRAMME of music to be performed by the
Band of the 2nd Batt., Royal West Kent Regt.,
on the New Parade Ground, on Monday next,
from 5 to 6.30 p.m.:—

March—"The Charleston".....Souza
Overture....."Charles VI.".....Halvey
Selection from....."Cavalleria Rusticana".....Mascardi
Valse....."My Queen".....Bacalossi
Horn Solo....."Let Girls des Cornes".....Piaquette
God Save the King.

ON the night of the 20th instant, while
three Korean gentlemen were walking
along D'Aguilar Street, a coolie succeeded
in picking the pockets of one of them.
A *lukong* who noticed the affair gave
chase and a long race ensued. The coolie
would not have been arrested had he not had
a fall. However, he was taken in charge
and removed to the lock-up, but the purse
could not be found, the coolie having thrown
it away during the chase. He was placed
before Mr. H. J. Gompertz, at the Police
Court this morning, charged with theft. Pri-
soner said the purse was given him. Evidences
were heard and his Worship sentenced him to
one month's hard labour and six hours' stocks.

KEUNG Wing, a coolie, residing at No. 11,
Station Street, Mong-kok, was charged before
Mr. H. J. Gompertz, at the Magistracy, this
morning, with stealing a silver watch, one gold
sweeper and a gold ornament, total value \$17,
from a clothes dealer of No. 35, Station Street.
The accused denied the charge. The com-
plainant said that defendant paid him a visit
yesterday. When he arrived the watch, on
which was attached the gold coins, was hung on
the wall. Later, complainant left the house to
purchase some cigarettes, and according to his
wife's statement, defendant took down the
watch from the wall, put it into his pocket, and
left the house. When her husband returned
they reported their loss at the Yat-mai-ti Police
Station. Defendant said he was known to
every pawnshop in the Colony. Complainant,
knowing that, gave defendant the watch and
pendants to pawn. His Worship remarked
that he did not believe the complainant's story
as he thought they were gambling and com-
plainant lost. The case was remanded.

THE electric tramway service was disorganized
for the greater part of this morning owing to
some mishap occurring to one of the cars on the
Praya-East, outside Ship Street. Both the
western and eastern bound cars could not
proceed on arrival at Ship Street, consequently
the motormen and conductors from the other
cars "turned their attention" to the disabled car
and tried to set it in motion again. They
brought their combined resources together, but
all to no purpose; the car refused to budge an
inch. One genius of a motorman in particular
obtained a long piece of wire, threw one end of
it over the arm of the trolley-post, while the
other end he placed on the tram lines. The
end of the wire on the rail took fire imme-
diately it was pushed into position, but that
was all it did. Other schemes were then re-
sorted to with the result that no less than ten
feet of the overhead wire caught fire, causing
some excitement among the passengers in the
cars. It was not until some time later that a
European arrived and the defect was set right,
and the car resumed the even tenor of its way.

THE PACIFIC MAIL S.S. CO. NEW DOCKS.

The local agent for the Pacific Mail Steam-
ship Co. writes us, under date 20th inst., as
follows:—

"I am in receipt of a letter from our general
manager at San Francisco advising that the
terminals of our lines at San Francisco, as well
as track facilities there were absolutely un-
injured by the recent earthquake and fire, and
that traffic, both passenger and freight, is
being handled with the same promptness and
care as heretofore.

"It may be of public interest to know that
in addition to the present terminals, the new
Pacific Mail Docks (known as Piers 42 and 44
each of which is 650 feet long and 140 feet
wide—No. 42 being a single deck dock, and
No. 44 a double deck, upper deck being used
for passengers and baggage only)—are now
being completed, and it is expected that they
will be ready for occupancy the early part of
June. There are no docks in America to excel
them."

THE TUNG-AN ATTACK.

ASSAULT ON FOREIGNERS.
A DESPERATE HAND-TO-HAND
ENCOUNTER.

[From A Correspondent.]

Amoy, 20th June, 1906.
Further news is just to hand re the des-
perate attack on two Europeans at Tung-an,
a Chinese city about 30 miles north of Amoy.
It appears that two local residents proceeded
to Tung-an on business, and put up at the
American Presbyterian Mission there. On
the evening of the 18th instant, they went
out for a walk on the hillside about 3½ miles
away and just about 5 p.m. they were sud-
denly confronted by an armed gang of about
16 Chinese. The two foreigners were totally
unarmed and quite unprepared for the
sudden attack made on them. At first a
few shots were fired on them; but, luckily,
none took effect. A fierce onslaught
was then made, the robbers or pirates ad-
vancing on them in a very threatening and
menacing manner. When they got to close
quarters, the two Europeans made a desper-
ate fight of it, and though the Chinese were
armed with swords and knives, still the
Europeans laid into them with their fists.
The Europeans put up a desperate fight
and during the melee both were severely
and roughly handled. One fared particu-
larly badly and was stabbed a number of
times, the other escaping with a few cuts
and severe knocks though not of a very
serious nature. Though so badly handled
the Europeans must have put up a grand
fight for it, as they dispersed their assailants.
About 8.30 p.m. they managed to crawl back
to their residence in the city nearly collapsed
from loss of blood and nervous tension, and
utterly exhausted.

During the fight one of the Europeans re-
ceived a nasty stab in the abdomen and to
prevent the rapid loss of blood he tore one
of his garments and converted it into a tem-
porary tourniquet. This wise measure, no
doubt, was the means of preventing him
from collapsing there and then. The news
of this fracas reached Amoy early on the
19th instant, and one of the local Doctors
immediately proceeded to Tung-an to render
medical assistance to the wounded. Later
on in the day a party of several Europeans
went up to Tung-an to see what they could
do to bring the two wounded foreigners
down. The British Vice-Consul also went
up to Tung-an accompanied by the Totat's
deputy, and on arrival proceeded to the
Tung-an yamen. It is hoped that a firm
stamp will be made to secure the arrest and
punishment of the culprits, and that the
Tung-an people—a very turbulent lot—will
be clearly given to understand that unpro-
voked attacks on foreigners cannot be made
with impunity and must be met with a
punishment severe enough to equal the crime
committed. It is also hoped that the two
wounded Europeans will be brought down
to Amoy to-day and latest reports re their
conditions is as favourable as can be expect-
ed seeing the hard time they had of it.
Further and fuller details will follow.

LAUNDRYMEN'S LIABILITIES.

LADY'S COSTUME IN COURT.

In Summary Jurisdiction this morning, his
Honour Mr. A. G. Wise, Puisne Judge, pre-
siding, the Savoy, Ltd., of Queen's Road Central,
general drapers, sued Tin Hop, a washerman,
for the recovery of \$42, being the value of a
skirt and blouse entrusted to the care of de-
fendant by the plaintiff firm for the purpose
of being laundered, but which defendant returned
in a damaged condition, as it was alleged,
through his own carelessness.

Mr. Doolittle said he was the managing part-
ner of the Savoy, Ltd., and the dress, the sub-
ject matter of this suit, was entrusted by his
firm to the defendant to be washed and ironed.
When it was returned the dress was damaged
and the lady who had ordered it refused to take
delivery of the same.

His Honour: Where is the dress? Let me
have a look at it.

The dress was produced and showed a slight
tear below the collar at the back of the neck on
the blouse, and some iron-mould marks on the
skirt.

His Honour: When was this dress given to
you to wash?

Defendant: About a month ago, but I mis-
laid it.

His Honour: Then why did you not wash it?

Defendant: I did wash it.

His Honour: You said you mislaid it.

Defendant: I put it away, and then could not
find the bundle. Afterwards I found it and
washed the dress and took it to the shop, but
they said it was damaged and would not
receive it.

His Honour (to plaintiff): What is the
value of this dress?

Plaintiff: \$42.

His Honour (to defendant): Well, what
more have you to say?

Defendant: I have nothing more to say; I
only leave it in your Lordship's discretion.

His Honour: Judgment with costs, defend-
ant to keep the dress.

A TOKYO dispatch states that Imperial sanc-
tion has been given to the proposal to organize
a lottery in Formosa, and it is expected that
details of the scheme will be published in a
few days. The avowed object of the lottery is
simply to raise funds for charitable works and
the maintenance of shrines.

TELEGRAM.

"HONGKONG TELEGRAPH"
SERVICE.

THE SHANGHAI RIOTS.

THE BRITISH INDEMNITY.

WAIWUPU AGREES TO PAY.

[From Our Own Correspondent.]

Shanghai, 22nd June,
2.55 p.m.

A Peking despatch, received here
to-day, states that the Waiwupu
agrees to pay the indemnity claimed
by the British Minister, on behalf of
British subjects, for losses sustained
through the recent Shanghai riots.

"THE DOG THAT BIT THE BOY."

"A SUPERSTITIOUS MOTHER."

At the instance of Lancer-Sergeant Watt,
Fernando Musso, of No. 12, Bonham Road,
was summoned before Mr. H. B. J. Gompertz,
at the Police Court this morning, for keeping a
ferocious and unmuzzled dog on his premises
on the 17th instant.

His Worship—Did this dog bite anybody?

Sergeant—Yes, your Worship.

Defendant, in admitting the charge, said that
he had just removed to new premises and the
place was strange to the dog. The dog was
only a sporting dog, a rather young one, about
ten months old, and he did not think the dog
was mad. Defendant admitted that the dog
had bitten three persons in one day. When
the dog bit Master George Wing defendant
agreed to compensate the child, but the child's
mother, who appeared to be greatly superstitious,
refused to receive any compensation,
demanding that the dog should be killed at
once, the lady averring that should the dog go
mad at any time, her child would also go mad.
To that request, defendant refused.

Master George Wing, who is a plump boy of
about seven summers, was placed in the witness-
box, and from a question by the Court, said he
did not know the nature of an oath.

"What would God do to you if you tell a
story?" queried George's mother.

"Punish me," answered the boy, and then
he was considered "sworn in."

George said that on the day in question he
went into defendant's garden to pick up his
ball. When he was leaving, defendant's dog
ran after him, barking. He was afraid and
started running, when the pointer sprang on
him and bit him.

A coolie, sworn, said that on the same day
defendant's dog sprang on him and bit him on
the thigh. He complained to the defendant,
who gave him \$2. Witness went away, and
the following day, finding that the bite was
more serious than was at first anticipated, wit-
ness again went to see defendant who gave
him another dollar.

P.S. Watt said that at noon on the 17th in-
stant he went to defendant's house, who showed
him the dog, which was at large and on-
muzzled. The dog was a light-coloured
pointer. Defendant pointed out the dog to
him as: "This is the dog that bit the boy
and the painter." Witness thought the dog a
quiet one, and also informed him that Mrs.
Wing wanted the dog destroyed. Defendant
refused, saying it would not benefit the boy.

At this stage, Sergeant Watt said that Mrs.
Wing desired to inform the Court that if the
dog was not killed, defendant ought to be
made to pay the expenses of the doctor in at-
tending the boy.

Defendant—But I offered you compensation
and you refused it.

Mrs. Wing—You did not offer any to me.

His Worship—Don't see what good it will
do you if the dog is killed. It is only supersti-
tion on your part.

Mrs. Wing—And if my boy loses his life, who
will be responsible?

His Worship, addressing defendant, said
that he was convicted for the offence. Mrs.
Wing had said that she could not at present say
what the doctor's bill would amount to for
attending her boy. He would, therefore, ad-
journ the case until next week, when the ques-
tion of compensation to be given to Mrs. Wing,
will be taken into consideration.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory:—
On the 22nd at 11.45 a.m. The barometer has
risen slightly over the Philippines, and fallen
moderately over N. China and Central Japan.
The depression is moving Eastwards in the
S. part of the Sea of Japan, and a new depres-
sion appears to be developing over N. China.
Pressure is highest over the Philippine
archipelago.

Fresh S. winds are indicated in the Formosa
Channel, and the N. part of the China Sea.
Forecast—Moderate S. winds; squally,
showery.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Gregory Apar*) 24th inst.
Canadian (*Montague*) 27th inst.
French (*Tonkin*) 28th inst.
Indian (*Lotsang*) 29th inst.
Canadian (*Empress of Japan*) 3rd prox.

The East Asiatic Co.'s s.s. *Kina* left Singa-
pore on 21st inst., and may be expected here
on 27th inst., a.m.

The Russian East Asiatic Co.'s s.s. *Arctica*
left Vladivostok on 21st inst., and may be
expected here on 30th inst., a.m.

The M. M. Co.'s s.s. *Euphrates* from Antwerp
and ports left Colombo for this port direct on
22nd inst., and is due here on 3rd prox.

The N. Y. K. Bombay Line s.s. *Colombo Maru*
left Kobe for this port via Moji and Shanghai
on 21st inst., and is expected here on and prox.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE HUNGHTZES.

JAPAN OFFERS TROOPS

TO ASSIST CHINA.

[From Our Own Correspondent.]

Shanghai, 22nd June, 2.45 p.m.

The Hunghtzes continue their activity in Southern Manchuria.

Owing to China's inability to check the raiders, Japan proposes to despatch troops to suppress them.

[Reuters.]

The Colonial Marriages Bill.

LONDON, 20th June.

The House of Lords has passed the Colonial Marriages Bill.

The Boilostok Massacres.

The Jewish accounts of the Boilostok massacres give gruesome details of mutilation, and state that it was only the arrival of the Duma Deputies which caused a cessation of the massacres.

The Standard says that it understands Sir Edward Grey has wired to the Embassy for full information concerning the massacres.

H.M.S. "Montague."

It is proposed to load the floating dock at Bermuda to Lundy Island, for the temporary repairs to the *Montague*, if the ship is floated.

The Education Bill.

Mr. Birrell has announced that he is prepared to allow special religious instruction to be transferred from the Voluntary Schools twice a week, during, instead of outside, school hours.

Mr. Balfour thanked Mr. Birrell for the important concession, but numbers of the Radicals vehemently protested, declaring that the Government was abandoning the principle of the Bill, and straining the loyalty of its supporters.

ALLEGED HARBOUR OBSTRUCTION.

MESSRS. BUTTERFIELD & SWIRE SUMMONED.

Mr. G. C. C. Master, of Messrs. Johnson, Stokes and Master, made his first appearance at the Police Court this morning, since his return from home leave and informed the Court that he represented Messrs. Butterfield and Swire and believed there was a summons against that firm for obstructing the harbour with their launches. The speaker did not see a copy of the summons, but he thought Messrs. Butterfield and Swire had been summoned before for similar offences. Mr. Master went on to say that Messrs. Butterfield and Swire owned a certain plot of ground on the Praya, and he remarked that if their launches were not allowed to lie alongside their property, where were they to lie? Mr. Master intimated that it was his desire to obtain an adjournment in order to go thoroughly into the case.

Mr. Master was directed to Mr. F. A. Hazland's Court, and the required adjournment granted.

FATAL ACCIDENT AT WAN CHAI.

STEAM PIPE EXPLOSION.

An accident occurred at the East Point Sugar Refinery on Sunday night last, and, although it subsequently terminated in the death of a fitter, the police did not hear of it until some time later. From particulars since learnt, and which were given to the police, it appears that at 8 p.m., on Sunday, a fitter in the employ of the Sugar Refinery went and turned on the main steam pipe leading to the engines. The fitter made a mistake, not being accustomed to the work, and turned the valve full on, with the result that the steam pipe exploded and the unfortunate fitter scalded. The man was removed to hospital by one of the European employees, and expired on Tuesday last, from the injury he received. It was stated that this work was not what deceased was employed for. It was the No. 1 fitter's duty, and it took that man one full hour to turn on the steam. When deceased was being removed to hospital he remarked in the ambulance that it was his mistake, and he hoped when he was discharged from hospital he would not lose his job.

CHINA BORNEO CO., LD.

WORKS AT THE SLIPWAY.

Writing under date the 3rd inst., the Sandakan correspondent of the Singapore *Free Press* says:—The lighter recently completed by the China-Borneo Co. for their own use, the *Ruby* started active service on the 20th ult. The place vacated by her in the Company's Works has been taken by a new lighter for the Coal Co., at Tawau. The same yard launched a light-draft launch, also for the Tawau Coal Co., on the 25th ult. It is understood a small lighter, for a local Company, will be started forthwith on the vacant berth. The lighter building at the North Borneo Trading Co.'s works, for the Exploration Co., is also progressing very satisfactorily, and is soon to be ready for launching.

THE "SUI SANG'S" STOWAWAY CASE.

COMPRADORE ARRESTED.

The case was called on this afternoon, at the Police Court, before Mr. F. A. Hazland, in which the Chinese compradore of the A.C.S.N. Co.'s s.s. *Sui Sang*, was charged with taking 144 stowaways out of the Colony on the last trip of the steamer to Singapore without the captain's consent.

Mr. C. F. Dixon, in the office of Mr. John Haulings, prosecuted, and Mr. P. W. Goldring again appeared for the defence.

After the compradore's name had been thrice called and there was no sign of his appearance, Mr. Goldring said he was unable to find his client and from that he took it that the compradore did not wish to surrender to his bail.

Mr. Dixon—Will you then make an order that his bail be estreated, your Worship?

His Worship—Yes.

Mr. Dixon—And issue a warrant for his arrest?

His Worship—Yes.

The compradore's bail of \$1,000 was then ordered to be estreated and a warrant issued to the police for his arrest.

A HARBOUR OFFENCE.

WHERE WAS THE COXSWAIN?

P.C. 112 Berry summoned the master of the steam launch *Lee Fat*, before Mr. H. J. Gompertz, at the Police Court, this forenoon, for not having a proper and certificated coxswain on board the launch while plying in the harbour on the 19th inst. The owner of the *Lee Fat* had also to answer a charge of allowing the launch to ply in the harbour without a proper coxswain being put aboard.

The defendants pleaded guilty. Evidence was heard to the effect that on the night of the 19th instant the *Lee Fat* was towing a lighter in the harbour. The police boarded the launch, but found a deck hand at the wheel. The coxswain was not on board.

His Worship fined defendants \$30 each.

MORALITY IN MANCHURIA.

ALLEGATIONS AGAINST THE JAPANESE.

One of the most serious charges against the Russians prior to the war, and one of the most potent causes of the sympathy which was withheld from them throughout the struggle, was the gross self-indulgence and rampant immorality which was continually reported to be going on in their camps and settlements, creating conditions which it was felt must inevitably militate against a successful issue in the struggle against forces notoriously careful in maintaining on the contrary the strictest possible abstention from all forms of self-indulgence. Though this was not of course the only cause of Russian defeat, says the *Peking Times*, it was a factor and a serious factor in the issue of the war at the time of its cessation, and it was one of the most serious and common charges laid against the losing forces. Now the pictures changed, and there is considerable danger of the last state of foreign occupation of Manchuria being as little creditable as the former. The Japanese in the field and under arms are an entirely different people from the Japanese as colonists, traders, and rulers in a foreign land. While we have always upheld and admired them as soldiers, continues our contemporary, we have equally condemned them as colonists, for they do not in our opinion possess any of the qualities to make successful colonisers, though they may do very well for their own interests as settlers when they are under control. Many accounts have for some time been reaching us from various sources as to the state of affairs in Manchuria, and the extent to which immorality is being encouraged and spread there through Japanese agencies, and the Japanese papers are themselves taking the matter up now, and thinking writers in that country are drawing attention to many serious blunders which are being made in Manchuria which will sooner or later rebound on Japan's own head.

The *Kiritokyo Sekai*, of April 26th, has an article on Japanese prostitutes in Manchuria. Information on this subject has recently been supplied to the paper by Messrs. Nishitani Tenko and Yonezawa Shoto. According to them, "the number of Japanese prostitutes is so great in Port Arthur, Tairen and elsewhere that throughout Manchuria every Japanese woman is taken for a prostitute. In Port Arthur prostitutes are to be seen driving in carriages in a most bare-faced manner, and going in and out of high official residences. Most of the Japanese women who have gone to foreign countries have constituted a blot on the reputation of the country. In India, the Straits Settlements, America and elsewhere Japanese prostitutes swarm. After obtaining power in Korea and Manchuria by terrible sacrifices in the cause of humanity and in order to stop Russian aggression and immorality, we are now supplying those parts of the East with hundreds of bad women. This subject calls for strict inquiry and incisive measures. Many of the women who have taken to a life of ill-fame abroad left this country with the intention of engaging in ordinary occupations; others were mere children when they were taken from their homes in Japan. They were deceived by the men who took them across the seas. There certainly is a demand for official inquiry into the whole business. If this be not done, Japan's reputation throughout China and Korea will suffer greatly."

Only a few years ago the Japanese spared no effort to prevent their women going abroad; lest they should become a medium for national disgrace. But the wave of popularity which has laved Japan seems to have washed the national spirit bare of its former sensitiveness on such points, concludes the *Peking Times*. Japanese traders now going abroad are apparently callous of everything but making money, however questionable the means, and in Manchuria a general reign of licentiousness appears to have been inaugurated which will have serious consequences both to China and Japan.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

ST. ANDREW'S CHURCH, KOWLOON.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I have been asked by Mr. E. C. Wilks to further correct my recently-issued appeal on behalf of the St. Andrew's, Kowloon, Church Furnishing Fund.

It seems that I was in error in ascribing to Mr. Wilks personally the installation of the electric lighting; for what he really undertook was to "father the scheme," guaranteeing that the fitting should be put in by his firm at net cost, and that he would collect contributions, as well as give, towards this object.

I am sorry that, through misconception of what was undertaken before I came out to the East, I should—in this case, as in connection with Mr. Osborne—have mis-stated what was promised; and in justice to those who are sharing with Mr. Wilks in this generous provision, I shall be glad if you can kindly give publicity to this correction.

Since acknowledging, in the June issue of St. John's Cathedral "Church Notes," the receipt of \$460, I have received—in various sums—a further \$300. For all the help so kindly given, we offer our sincere thanks.—Yours, &c.,

ARTHUR J. STEVENS, Chaplain.

June 22nd, 1906.

HOW EARTHQUAKES ARE RECORDED.

A DESCRIPTION OF THE SEISMOGRAPH.

Professor John Milne's seismograph, the instrument which recorded the San Francisco earthquake in the Isle of Wight is as simple as an English paper remarks, as it is unerring. In fact, the largest of three or four instruments which the professor possesses was made out of an old lamp-post which he "picked up" in the streets of New Port, Isle of Wight, near his house.

This rigid pillar of iron is built into a block of masonry, which in turn is carried down and built into the solid chalk of the Downs.

In a precisely similar way, the smaller and more delicate instruments, which are built on the same principle, are "bolted to the fabric of the world." If the crust of the earth tilts, the pillar must tilt with it.

For the purpose of recording these tilts, two horizontal, swinging rods, or arms, are pivoted to the foot of the pillar at right angles to one another. So that whichever way the pillar tilts one of these two arms is bound to swing.

It begins to do so, (so delicate is the instrument) when a man merely leans his weight against the pillar. The result is much the same as if an earthquake had happened a thousand miles away.

Needles are attached to the ends of the arms furthest away from the pillar, and beneath them a strip of photographic paper worked by clockwork, passes continually day and night, year in, year out. A tiny ray of lamplight throws the shadow of the needle upon the sensitised paper, which from time to time is removed and developed. The movements of the needles come out in the form of a long jagged line. The wider the "jags" (or teeth) the more violent the earthquake.

The clock which drives the strip of paper also registers the time upon it. The professor, therefore, knowing the rate at which seismic waves travel through the earth, is able to form a shrewd surmise as to the locality in which each earthquake occurs, and the hour of its occurrence.

The instrument records nearly a hundred earthquakes in every year, most of them happily trivial, others violent, but oceanic, and therefore comparatively harmless.

It is a striking instance of the inadequate support given to scientific research in England that Professor Milne, admittedly the foremost seismologist in the United Kingdom, has never received a penny of Government money to assist him in his investigations, the whole of which have been conducted at his own private expense.

There is no seismograph at Greenwich Observatory.

BRITONS IN SIAM.

THE QUESTION OF APPEAL.

The British subject in Siam is once more to have his rights and liberties regulated by a new Order in Council, says the *Bangkok Times*. There is a certain amount of mystery about the evolution of these instruments, which necessarily are of vital interest to British residents. To them a new Order comes as a surprise, since there is no provision for any expression of opinion beforehand. That the result is not always entirely satisfactory may fairly be inferred from the fact that dissatisfaction has been publicly expressed even from the bench of the Court itself. In the new Order the most important change made is in regard to appeals, a matter very directly affecting business interests as well as the individual. In the opinion of several who have considered the matter, the change is an undesirable one. In the ordinary course important cases will come before the Judge, and from his decision an appeal will lie to the Full Court consisting of the Judge and the Assistant Judge, but in case of a disagreement between them it is the Judge who also decides the appeal. It may be doubted if a litigant will care to appeal to the Full Court except as a step to the Privy Council. The Singapore Appeal Court was not regarded as inspired with the highest wisdom, but for a great many years it has served as a final Court of appeal from the British Court here. At the present moment two appeals are pending to the Privy Council, but they are the first that have been ever taken there from Bangkok. Singapore has provided a competent and independent Court of Appeal, and we certainly doubt if the change would have been effected had the approval of British residents been necessary. On the other hand it has to be remembered that the system of appeal now being introduced here is the same system as is in force in both Shanghai and Hongkong. It is not theoretically a good system, but we are not aware that it is felt to be a serious grievance in either of the ports named. Moreover, an appellant who believes he has a good case, cannot believe that it will be useless to have the whole arguments reheard before an able Judge.

THE JAPANESE GOVERNMENT AND MANCHURIAN DEVELOPMENT.

It is only a week or two ago, says the *Japan Chronicle* of 10th inst., since the report was published that the Japanese Government proposed to combine with private capital in the formation of a great corporation for the development of South Manchuria. The formation of this combine is now announced by an Imperial Ordinance in the *Official Gazette*, published on Friday, the object of the Corporation being the working of the collieries and railways of Manchuria.

The Imperial Ordinance gives the regulations for the formation of the Corporation which read as follows:—

Article I.—The Government establishes a company under the style of the *Manchu Manshu Tetsudo Kabushiki Kaisha* (South Manchuria Railway Company, Ltd.) to carry on railway traffic.

Article II.—The shareholders of the Corporation shall be exclusively the Japanese and Chinese Governments and the subjects of Japan and China. No person of other nationality shall be allowed to hold the Corporation's shares, upon which shall be inscribed the names of the holders.

Article III.—The Japanese Government may substitute railway and other property already in its possession in Manchuria as its share of the capital of the Corporation.

Article IV.—The Corporation may issue in instalments shares to the total amount of capital to be engaged from the public providing the amount of the first issue shall not be less than one-fifth of the total capital to be called.

Article V.—The amount of the first call may be reduced to one-tenth of each share value.

Article VI.—The head office of the Corporation shall be at Tokyo, with a branch at Tairen.

Article VII.—One President, one Vice-President, not less than five Directors, and from three to five Inspectors shall be appointed.

Article VIII.—The President shall represent the Corporation and supervise its affairs. In his absence the Vice-President shall act. The latter and the Directors will assist the President and control the various departments. The Inspectors will act as auditors, &c.

Article IX.—The President and Vice-President shall be appointed by the Government with Imperial sanction and their term of office will be five years. Directors shall be appointed by the Government from among shareholders holding more than fifty shares; their term of office to be four years. Inspectors shall be elected at a general meeting of shareholders from among themselves, their term of office to be three years.

Article X.—The salaries and allowances of the President, Vice-President, and Directors shall be determined by the Government.

Article XI.—These officers, during their term of office, under no pretext whatever, shall accept any office or engage in any other business without the approval of the Government.

Article XII.—The Government may appoint officials empowered at any time to inspect the books and the operations of the Corporation. They shall also be authorised to demand at any time at their discretion a written statement of accounts or of the business of the Corporation; and further to attend and state their views at general meetings of shareholders and other meetings. They will not, however, be empowered to vote at meetings.

Article XIII.—The Government will issue such orders as may be deemed necessary for the control of the Corporation and its business.

Article XIV.—If the Corporation buy a vote, or the officials, act in violation of the laws or orders of the Government or the objects of the Corporation, or if the Corporation fails to carry out the orders of the authorities supervising the business, the Government will abrogate such vote and may dismiss the officials culpable.

Article XV.—The Government may apply when deemed necessary the laws and ordinances relating to railways in the Empire to the business of the Corporation. Due notice will be given the Corporation of the laws or ordinances to be applied.

Article XVI.—The Commercial Code and laws and ordinances pertaining thereto shall be applied to the Corporation, in cases where provision is not made in the present Ordinance.

Article XVII.—Imperial Ordinance No. 366 (relating to Japanese companies constructing railways abroad) will not be applied to the Corporation.

Supplementary rules have been issued to the foregoing Ordinance by which the Government will appoint a committee for the conduct of affairs relating to the formation of the South Manchuria Railway Company, Ltd. The promoting committee shall issue the first shares after drawing up the articles of Association and obtaining the approval of the Government, and after the issue of the first lot of shares the promoting committee shall apply to the Government for a charter, producing the applications for allotment. The committee shall make the first call on the shares without loss of time after obtaining the charter, and the first call having been paid in the committee will call a general meeting of shareholders. Upon the conclusion of the inaugural general meeting the work of the promoting committee will be taken over by the President of the Corporation and the committee be dissolved.

It is semi-officially explained that the Japanese Government cannot properly hold railways and collieries in Manchuria, over which Japanese suzerainty is not established, as in Corea, without prejudicing the sovereignty of China. In the Treaty signed at Peking by Baron Komura it is agreed that a company shall be formed, capitalised jointly by the Japanese and Chinese Governments and people, to conduct the Chinese Eastern Railway, after the evacuation of Manchuria by the Japanese troops. The formation of the new company is an outcome of the Treaty. It is further stated that the promoting committee will be appointed in a few days, and a valuation will be made of the Chinese Eastern Railway, the Fucheng and Yantai Collieries, and works at Tairen. The capital of the new company will be fixed at ¥100,000,000. The railway and other property held by the Japanese Government in Manchuria will be valued at ¥75,000,000, and the Government will take shares in the company to this amount. Shares will be issued for the remaining ¥25,000,000, which will be issued for the improvement of the railways, the construction of rolling stock, and as a working fund for the collieries, &c.

Several names have been nominated for the presidency and vice-presidency of the company including those of Mr. Oura, ex-Minister for Communications; Mr. Den, ex-Vice-Minister for Communications; Mr. Sengoku, President of the Kiushu Railway; and Viscount Hotta, a member of the House of Peers.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks... \$815 b.
Union Insurances... 810 b.
Hongkong Fire... 305 b.
H. C. & M. Steamboats... 254 b.
Indo-China... 77
Dunlop... 404 ss. & b.
"Shell" Transports... 277 b.
China Sugars... 160 s.
Raubs... 34 b.
Docks... 155 s.
Kowloon Wharfs... 103
Shanghai Docks... 113
Hongkong Lands... 117
Green Island Cements... 284 s.
Langkats... 227 s.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/14
Do. demand 2/11 7/16
Do. 4 months' sight 2/11 11/16
France—Bank T.T. 2/6
America—Bank T.T. 5/14
Germany—Bank T.T. 2/16
India T.T. 1/58
Do. demand 1/58
Singapore—Bank T.T. 10 1/2 prom.
Japan—Bank T.T. 103
Yara—Bank T.T. 127

Buying.

1 months' sight L/C 13/15
6 months' sight L/C 13/15
10 days' sight San Francisco & New York 52
1 months' sight do. 52
10 days' sight Sydney and Melbourne 1/2 1/16
1 months' sight France 2/70
6 months' sight 2/72
1 months' sight Germany 2/21
Bar Silver 30 5/16
Bank of England rate 4 1/2
Sovereigns 9.41

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New... 900/320
" Old... 900/320
" Older... 900/320
" Oldest... 900/320
Patna New... 850
" Old... 831
Benares New... 800
" Old... 800
Persian (Paper)... 800

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, JUNE 23RD, 1906.

DINNER.

HORS D'OEUVRES.
Macassar Fish on Toast.
SOUP.
Mock Turtle.
FISH.
Grilled Fish and Butter Sauce.
ENTREES.
Rice Dish.
Haricots Ox Tail.
CURRY.
Lobster.

JOINTS, &c.
Roast Ribs of Beef and Horseradish Sauce.
Roast Turkey and Sausage.
Boiled Bacon and Spinach.
Galantine of Chicken and Cucumber.
Onion Salad.

SWEETS.
Tapioca Pudding.
Strawberry Ice Cream and Finger Cakes.
Topsy Cake.

DESSERT.
Coffee. Fruits. 1666

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of June, 1906, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND near Rural Building Lot 100, in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOT.

No. of Lot.	No. of Building.	Locality.	Boundary Measurements.				Area in Acres.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
125	100	100	100	100	100	100	6.80	16	240

Hongkong, 22nd June, 1906. 1667

SANTARY BOARD OFFICE.

Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the WESTERN DIVISION of the CITY OF VICTORIA occupied by members of more than one family must be Cleaned and Limeswashed THROUGHOUT by the owner during the months of May and June.

N.B.—The word "Throughout" used in this notice means that the Houses should be Limeswashed in respect of all the Walls of each Room and Staircase, all Cobweb Partitions, Stair Casings and Stair Linings, all Ceilings and Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Limeswashed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limeswashed but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

G. A. WOODCOCK, Secretary.

Dated this 1st day of June, 1906. 1665

Intimations.

A SMALL SELECTION

FROM THE

ROBINSON PIANO Co.'s

STOCK OF

GRAMOPHONE RECORDS.

DAN LENO'S inimitable Comic Patter: The Huntsman, Who does the house belong to, Going to the Races, The shopwalker, The Muffin man, Mrs. Kelly, McGloche's men.

HARRY LAUDER'S Famous Scotch Comic Songs: Killiecrankie, Referee, Stop your Tickling Jock, I'm fu' the noo, She is my Daisy, Mister John Mackay.

GEO. ROBBER. Prehistoric men, Poor things, I live underneath, Kindness rewarded.

ARTHUR ROBERTS' Trial by Jury, Topsy Turvy, For Thee.

LOUIS BRAZFIELD and FARKOA in songs from all the latest operas.

ANDREW BLACK. Annie Laurie, Piper O'Dundee, Land o' the Leal, MacGregor's Gathering, Banks of Allen Water, March of the Cameron men, Scots wha hae.

BEN DAVIES. Songs of Araby, My Pretty Jane, When other Lips, Tom Bowling.

EDWARD LLOYD. Holy City, Death of Nelson. Yes, let me like a soldier fall, When all the world is fair.

JOHN HARRISON. 'Tis the Day, Come into the Garden Maud, Sailor's Grave.

FRANCISCO. La Paloma, Prologue from Pagliacci, Toreador song, La Marseillaise, Lost chord, Largo al Factotum.

BAND SELECTIONS, by Coldstream and Grenadier Guards, Besses o' th' Barn, La Garde Republicaine, Bohemian Orchestra, etc.

Faust, Chinese Honeymoon, Toreador, Gondoliers, Cingalee, Belle of New York, Orchid, etc.

SOUZA'S FAMOUS MARCHES.

Chorister's waltz, Laughing Water, Mosquito Parade, Navajo Cakewalk, Darkies' dream, Jolly Fellows waltz, Happy Darkies, Les Patineurs waltz, Salome, Double Eagle march, Estudiantina waltz, Valse Bleue, Salut d'Amour, In the good old summer time, Loin du Bal, Sword and Lance march, Whistling Rufus, Smoky Mokes.

MELBA, PATTI, CARUSO, Tarnagno and all the great operatic artists.

Hongkong, 8th June, 1906. 168

AUSTRALIAN WINES.

H. J. Lindeman's

CAWARRA

CLARETS

AND HOCKS.

"CAWARRA" CLARET

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ORESTES"	28th June.
GLASGOW and LIVERPOOL	"OANFA"	5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	5th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
GENOA, MARSEILLES & LONDON	"PATROCLUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"OANFA"	7th July.
NAGASAKI, KOBE and YOKOHAMA		

WESTWARD.

FROM	STEAMER	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	13th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st June, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUPEH"	25th June.
NINGPO and SHANGHAI	"SHANGHAI"	26th "
MANILA	"TAMING"	26th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"CHANGSHA"	27th "
SHANGHAI	"SHAOSHING"	28th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd June, 1906.



HONGKONG—MANILA.

Highest Class, best, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 23rd June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 30th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 16th June, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ANGLO SAXON"	10th July.
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 19th June, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DE VREUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARQUIER STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
ALENIA	YOKOHAMA AND KOBE	3rd July.
SPEZIA	SHANGHAI, YOKOHAMA AND KOBE	9th July.
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	TO SAIL
ACILIA	HAVRE and HAMBURG.	24th June.
RHENANIA	HAVRE, ANTWERP, BREMEN & HAMBURG, and NAPLES for Landing Passengers, (Calling at S'PORE, PENANG & COLOMBO).	10th July.
SCHWARZBURG	HAVRE and HAMBURG.	24th July.
ALESIA	HAVRE and HAMBURG.	7th August.
SPEZIA	HAVRE and HAMBURG.	21st August.
SILEZIA	NAPLES, HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th Sept.

This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunk), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HAUSBURG," s.s. "HOLSTENAU," s.s. "SCANDIA," and s.s. "SILEZIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
DAPHNE	NAGASAKI AND WLAIVOSTOK	25th June, Freight and Passengers.
LYEEMOON	SHANGHAI	29th June, Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	5th July, Freight and Passengers.
LYTHAKA	SHANGHAI AND CHINKIANG	To follow.
KOWLOON	SHANGHAI AND CHINKIANG	To follow.

Taking Cargo on through Bills of Lading to Chemulpo, all Yangtze and Northern China ports.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked | to

SIEMSEN & CO.

Hongkong, 22nd June, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA.	"SUISANG"	MONDAY, 25th June, 3 P.M.
TIENTSIN, YASWATOW & CHEFOO.	"CHIPSING"	MONDAY, 25th June, 4 P.M.
SHANGHAI	"WINGSANG"	MONDAY, 25th June, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 29th June, 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 30th June, Daylight.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.Taking Cargo on through Bills of Lading to Kuantan, Lahad Datu, Simporna, Tawau, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd June, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight.
"NUMANTIA"	4,370	Feldmann	July 14th.
"ARABIA"	4,483	Metsenbin	August 14th.
"ARAGONIA"	5,193	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 30th instant,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th June, 1906.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENESK,"

Captain J. Rafferty, will be despatched as
above, on or about the 10th July.

For Freight and Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 18th June, 1906.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"TOKIN,"

Captain Charbonnel, will be despatched as
above, on or about WEDNESDAY, the 27th
instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st June, 1906.

"GLEN" LINE OF STEAMERS.

FOR VLADIVOSTOK, via SHANGHAI
AND NAGASAKI.

THE Steamship

"GLEN TURRET,"

Captain R. Webster, will be despatched as
above, on or about June 29th.

For Freight, etc., apply to

MCGREGOR BROS. & GOW.

Hongkong, 21st June, 1906.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"INDRASAMHA,"

Captain Wilkes, will be despatched as above, on
or about the 30th June.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 21st June, 1906.

Shipping—Steamer.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLOMOND,"

Captain Henderson, will be despatched as
above, on or about 19th instant.

For Freight of Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th June, 1906.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 21st June, 1906, per 5 Mds.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa D

"Comed—Ham Ngau Yuk

"Roast—Shiu

"Bread—Ngau Lam

"Sopp—Tong Yuk

"Steak—Ngau Yuk Pa

"Serjain—Ngau Lau

"Sausages—Ngau Yuk Chung

Bullock's Brains—Know, per set

"Tongue fresh—Ngau Li

"Comed—Ham Ngau Li

"Head—Ngau Tau

"Heart—Ngau Sum

"Hump—Salt—Ngau Kin

"Feet—Ngau Kerk

"Kidneys—Ngau Yiu

Tail—Ngau Mei

"Liver—Ngau Con

"Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-
tau-keok, each

Mutton Chop—Yeung Pui Kwat

"Leg—Yeung Pui

"Shoulder—Yeung Shau

Pigs' Chittings—Chi cheung

"Brains—Chi Kwau, per set

"Feet—Chi Kerk

"Fry—Chi Chak

"Head—Chi Tau

"Heart—Chi Sum

"Kidneys—Chi Yiu, pair

"Liver—Chi Kon

Pork Chop—Chi Pui Kwat

"Comed—Ham Chu Yuk

"Leg—Chu Pui

Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

Keok, each

"Heart—Yeung Sum

"Kidneys—Yeung Yiu

"Liver—Yeung Con

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sang Ngau Yau

"Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

"Sausages—Ngau Chai Yuk Tong

Pomfret, Black—Hak Chong

Pomfret, White—Pak Chong

Prawns—Ming Ha

Ray—Pai Pa Sa

Rock Fish—Sek Kar Kung

Roach—Chun Yu

Salmon, (C'los), fresh water—Ma Yau

Yau

Shark—Sa Yu

Skate—Po Yu

Shrimps—Ha

Snapper—Lap Yu

Sole—Tat Sa Yu

Tench—Wan Yu

Turbot—Cho How Yu

Turtles, small, fresh water—Keok Yu

White Bait—Ngau Yu Chai

FRUITS.

Almond—Hung Yan

Apples, (California)—Kam San Ping

" (Ch'loco)—Tin Chun Ping

" (Small)—Hoi Tong

Bananas, fragrant, Canton—Sang Sheng

" (brides), Macao—San Hing Chiu

Chestnuts, Chinese—Fong Lut

Carambola—Yeung Tou

Cocoanuts—Yeh Tai

Grapes—Sia Tai Tsz

Lemons, China—Ning Moong

" Amer.—Kum San'ing Moong

Lichees, Dried—Lai Chi Con

" Fresh, Lai Chi

Limes, (Saigon)—Sai Kung Ning

" Moong

Mango, Manila—Lui Sung Moong

Mango, Saigon—Sai Kung Moong

Mangosteens, San Chuk Tsz

Oranges, (Canton)—Sang Sheng Tim

" Chang

" Small—Tai Kut

" Mandarin—Tim Kut

Olives—Pak Lam

Pears, (American)—Kam San Shui Li

" (Canton), Cooking—Sa Li

" (Shanghai)—Sheung Hoi Li

Peanuts—Fa Sang

Persimmons Large, —Hung Chiu

Pine-apples, 1st quality—Sheung Poon

" 2nd quality—Chung-tang

" Paw-law

Platams—Tai Chen

Plums, Swatow—Hung Lai

Pumelo, Siam—Chim Lo Yau

Walnuts, Hop Tou

" Green—Sang Hop Tuo

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 35, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any quantity required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th September, 1905.

FOR SALE.

WELSHBACH'S IN-

DOOR AND OUT-

DOOR LIGHT

GAS ARCH LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIM-

NEYS, GLOBES,

SHADES, &c., &c.,

and INCANDESCENT

GASOLINE LAMPS of

all descriptions from best

makers.

NAPHTHA of the best

kind for GASOLINE

LAMPS and GASOLINE

ENGINES, kept in stock.

TAL KWONG CO.,

109, Des Voux Road Central

Hongkong, 10th April, 1906.

THE SUPPOSED SUPERSESSION OF SIR ROBERT HART.

If the Imperial Edict issued on May 9 last, which appointed Tsieliang, President of the Board of Revenue, to be Superintendent of Customs Affairs, and Tang-shao-yi, Junior Vice-President of the Board of Foreign Affairs, to be Associate Minister of Customs Affairs, and which placed all foreigners and Chinese in the Custom Service under their control, had been allowed to pass unchallenged by our Foreign Office, the most important safeguard now remaining to our premier commercial status in China would have been sliced from us, writes a "Far Easterner" in the *Pall Mall Gazette*. It is most earnestly to be hoped, therefore, that Sir E. Grey will add to his other achievements at the "F. O." the effective prevention of such a flagrant breach of faith and act of injustice. Now, when, in the year '69, a little Irishman, chiefly noticeable for his (then) unusual beard and still more unusual bright green tie, was pointed out to me as "Bobby Hart," the man who had obtained permission in '59 to leave his late Majesty's Consular Service at Canton in order to enter that of the Emperor of China in the capacity of "Officiating Inspector-General of Customs," I hardly thought he looked a likely man to make his mark as the greatest financial organizer of his, or perhaps any other, time—albeit that was another instance of the deceptive nature of appearances, for assuredly this is what Sir Robert Hart has done. It was in 1883 that he was made the head of this, then new service in China, thanks to the unlooked attempt of Mr. Lane, his former chief, to "boss" Prince Kung in the matter of the light-draught gunboat *Stella* which he and Captain Sherard Osborn had been sent to England to negotiate the purchase of. For this blunder the Chinese Government gave Mr. Lane his congé, and appointed his locum tenens, Mr. Hart, to be his successor. Sir Robert may therefore well claim to be the parent of the infant service of '59, with its then modest revenue of scarcely three million taels, that under his care has become the gigantic department of to-day, employing a staff of over 1,500 Europeans, and that produced a revenue in 1904 of no less than 51,493,156 Hai-kuan taels, according to the report of Mr. Morse, the Statistical Secretary of the "I. C. M. C." Whereas, too, in 1883 the new Department was little more than a local convenience for three or four of the oldest treaty ports, with its headquarters in Peking, it had in forty years, under

Sir Robert Hart's management, studded the frontiers of the whole Empire with its stations, from Tientsin to Newchang, from Chefoo to Canton, from Swatow to Tientsin, from Tientsin to Burma, and from Burma to Tibet (Yalu); and during the last two years yet others have been added. Now, when we speak of foreign trade in China in "the sixties," we mean virtually British trade, which was about 90 per cent. of it then; hence the readiness of the Chinese Government to give the place, "that whilst British trade amounted to more than half of the whole of China's foreign trade the head of the Imperial Chinese Maritime Customs should always be a British subject." At least, so we understood it was worded in China, and so the late Lord Salisbury expressed it. So I think Sir E. Grey was mistaken or wrongly reported when he stated in the House that this was conferred on a British subject. Unluckily, however, this promise has apparently never been reduced to writing, for though I have carefully studied every Treaty and Agreement between this country and China since '56, no allusion to, or even hint of, it is to be found.

Now let me give a few figures to show the justice of this privileged position of ours. Here are the returns of the foreign vessels which entered and cleared at Chinese ports in 1904—

British entries and clearances 33,118

Total 33,118

German 6,835

Japanese 4,321

French 2,376

Swedish and Norwegian 1,596

American 1,529

Other Nationalities 1,095

Total 17,752

So that British vessels were about twice as numerous as all other foreign countries together! This, too, gives some idea of what has been the calibre and output of Sir Robert's nearly half a century of organization (from 1859 to 1905) at the Imperial Maritime Customs.

Not only, too, has this been appreciated and rewarded by his own countrymen—the British Government made him a "G.C.M.G." in '82 and a baronet in '95—but most of the other Europeans and Chinese orders and distinctions upon him also whilst his unique services to China have so impressed Peking in the past that it created Sir Robert a Red-button Mandarin of the First Class, with the Order of the Double Dragon, and has not only ennobled his ancestors for three generations—a rare honour in Peking's estimation—but also appointed him Junior Guardian of the Heir Apparent to the Dragon Throne. Therefore, at the "F. O." and the Customs must have some powerful motive for replacing such an eminently dependable and successful servant of the Dragon Throne by such comparative nonentities as Tsieliang and Tang-shao-yi, whose records are not exactly those that entirely command the respect of either experienced Europeans or enlightened Chinese, but who are credited with the merit of being docile and pliant where a real Tsieliang's being docile and pliant is a recommendation which counts for much at Peking than a reputation for the strictest probity, coupled with long and distinguished service. Now not only does Sir Robert stand in the way when official greed might desire to divert large portions of the Customs revenue from the purposes for which it is intended, and prevent the extension of the "squeeze" that always hamper and at times strangle trade in China, but he stands between this country and the risk of a repetition of such outrages as the firing upon the British steamer *Carabrooke* in British waters, in "the seventies," the attempted blockade of the Canton Colony of Hongkong—a free port—in the late "nineties," and other "regrettable incidents" of the class that, in the case of the *Jorcha Arrow*, had led to war. For a Chinese official at the head of the Imperial Customs will mean this sort of thing. Now, Tsieliang's "proper" plan is a reorganization, and he is said to belong to the "swollen head" (i.e., the exaggerated "China for the Chinese" school). I don't think I am rashly venturing into the regions of prophecy either in predicting that, as it was with the navy reorganization scandal in "the eighties" (that had such terrible consequences to China in the early "nineties"), so it is likely to be to-day with the army reorganization scheme, but that Sir Robert will never allow the Customs screw to be applied for obtaining large sums to be again diverted or squandered. For there is little doubt that the foreigner's trade will have to bear the lion's share of the cost of China's new Imperial army of 500,000 men, and when it becomes an accomplished fact. We must not forget that when the Chinese navy was reorganized, and some millions of British money (a great part of which in the northern railways the Foreign Office "took note of") has been invested in China on the faith of there being British management to safeguard it, and this is an aspect of the case to which it is hoped that attention will be called as soon as may be in the House. Certainly, too, of the total foreign trade of China, which the year before last amounted to £3,624,778, considerably more than half of it, £2,400,000, was British. Moreover, there are Imperial as well as British interests at stake here, as the Australian Colonies do a thriving trade with China, and—unless I mistake them much—will be up in arms if the principle of British control is abandoned. Perhaps it may be to the point here to add a few words as to the "China for the Chinese" party, which has been taken up by the Chinese Court party, and in some quarters is held responsible for this (unintended only, I trust) breach of faith with ourselves. To the party of reaction it is a stalking horse—first, to frighten the foreigner with, next, by making military expenditure popular, to afford magnificent opportunities for the mandarins to "squeeze" large sums of money. The people at large, however, are taking it very seriously, as are the really enlightened officials, to which class Duke Tsai and the members of his Commission seem to belong. Behind the people, and of them, are the most powerful of the secret societies, the men with muskets—in the future. But the most convincing reason that we must expect to have to deal with new China in less than a couple of decades is to be found in the schools. It is not generally known, I think, that only in every hundred millions of China's population are educated. But as that "Chi-

nese Kitchen" Yuan-Shik-kai, is now having something like 80,000 Chinese children taught English in the schools of his own viceregal province (he has founded new schools and colleges in each of its sixteen prefectures), and—here is the point—is having foreign drill and rifle shooting taught in all such schools, and uniforms and even meals supplied to all the youths at college, and issued a new school book, inculcating patriotism and the need for military knowledge in place of the love of money and self-indulgence, and the duty of placing their country's welfare before their personal interests, there is no doubt that when those who are children now reach manhood, "China for the Chinese"—from all reasonable points of view—will have to be faced. Then, probably, the Imperial Maritime Customs may be safely committed to the charge of a Chinaman of the new school. But as in the Egyptian boundary question England's luck is again to the fore, in that this matter of Sir Robert Hart's successor has been raised at such a convenient time. For fifty-three years' strenuous service in China is a record that must shortly spell retirement. Most opportunely, therefore, comes the opportunity for our Foreign Office to ascertain—and have officially recognised—the Englishman that the Chinese Government will be willing to accept as Sir Robert's successor when he retires from the position, he has filled so long and so brilliantly.

Shipping.

Arrivals.

Tientsin, Br. s.s., 1,330, Monkman, 21st June;—Saigon 17th June, Gen.—B. & N. Co.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 22nd June;—Manila 19th June, Gen.—B. & N. Co.
Hong Wan I, Br. s.s., 2,050, J. L. Slater, 22nd June;—Singapore 16th June, Gen.—Joo Teck Seng.
Ben Nevis, Br. s.s., 2,400, Pritchard, 22nd June;—Newcastle, N.S.W. 31st May, Coal.—S. T. & Co.
Wray Castle, Br. s.s., 4,413, McDowell, 22nd June;—Keeleung 20th June, Gen.—D. & Co., Ltd.
Childar, Nor. s.s., 1,102, H. Nielsen, 22nd June;—Bangkok 15th June; Gen.—N. Y. K.
Haiching, Br. s.s., 1,267, A. E. Hodgins, 22nd June;—Fochow 19th June, Amoy 20th, and Swatow 21st, Gen.—D. L. & Co.
Hermann Lerche, Russian s.s., 1,871, Oshing, 21st June;—Shanghai 18th June, Tea.—B. & Co.
Clearances at the Harbour Office.

Maefoo, for Shanghai.
Thalnia, for Java.
Yuenfong, for Manila.
Tahksee Maru, for Kuchinotzu.
Shahyken, for Saigon.
Merrill, for Amoy.
Pinguey, for Shanghai.

Departures.

June 22.
Sardinia, for Shanghai.
Pek, for Hainan.
Daigama, for Bangkok.
Loy, for Bangkok.
Loy, for Naituna Island.
Pramment, for Bangkok.
Kuangteh, for Canton.
Hupah, for Canton.
Hongkong, for Hainan.
Mordkap, for Yokohama.
Carl Dietrichsen, for Hainan.
Yuenfong, for Manila.
Maefoo, for Shanghai.
Appalachee, for San Francisco.

Passengers arrived.

Per *Hongkwan I*, from Singapore—1,049 Chinese.
Per *Tanting*, from Manila—Mr. and Mrs. Cadevallader, Misses Juas Venus, Mattie Saunders, Messrs. Hopkins, A. Ritchie, A. R. Bond, L. Chubasco, 53 Chinese, and 2 Japanese.
Per *Hainan*, from Canton—Mr. R. J. Young, Miss Thomas, Mrs. W. C. Passmore, Miss Young Ping, Poon Ching Po, Mr. and Mrs. Soon Num, and 155 Chinese.

Passengers departed.

Per *Seydlitz*, from Hongkong for Shanghai—Mrs. Weisberg, Mr. and Mrs. Margus, Messrs. de Cruz Farias, Ph. Johncke, A. M. Silva, Tommen, Mrs. and Miss Xavier, Mr. P. Bieder and party, Mr. Reck and party, and Misses Siqueira (8). For Nagasaki—Mrs. Gashi, and Mrs. Abe. For Kobe—Messrs. Leung Kai Kee and Asaba. For Yokohama—Messrs. F. Wilson, F. Muller, E. Amiel, W. G. Chan, Wong Wing Fat, and Mrs. Wilton.

Shipping Reports.

Str. *Tientsin* from Saigon:—Light SE. winds, and fine clear weather.
Str. *Hainan* from Coast Ports:—Moderate SW. monsoon and fine weather.
Str. *Hong Wan I* from Singapore:—Strong winds, squally, and heavy rain throughout.
Str. *Childar* from Bangkok:—3 steamers were seen standing on shore near Kulao Rai Light.

Vessels in Port.

—STEAMERS.
Aldershol, Br. s.s., 1,354, W. W. Adam, 6th June;—Saigon 1st June, Rice.—D. & Co., Ltd.
Apenrade, Ger. s.s., 611, H. N. Gonsard, 20th June;—Pakhoi 18th June, and Hainan 19th June, Gen.—J. & Co.
Athenian, Br. s.s., 3,883, A. O. Cooper, 13th June;—Vancouver, B.C., 14th May, and Shanghai 9th June, Gen.—C. P. R. Co.
Benary, Br. s.s., 2,510, Sarchet, 21st June;—London via Singapore 15th June, Gen.—G. L. & Co.
Borussia, Ger. s.s., 6,693, Ph. Hahn, 15th June;—Hamburg 10th May, Gen.—H. A. L.
Cairo, Nor. s.s., 1,381, J. Larsen, 14th June;—Saigon 10th June, Rice.—Aagaard, Thoresen & Co.
Daigi Maru, J. s.s., 1,558, S. Yamai, 20th June;—Swatow 19th June, Gen.—O. S. K.
Daphne, Ger. s.s., 1,229, E. Schipper, 19th June;—Swatow 18th June, Ballast.—H. A. L.
Decadent, Br. s.s., 4,475, M. H. F. Jackson, 19th June;—Shanghai via Fochow 14th June, Gen.—B. & N. Co.
Doric, Br. s.s., 4,975, H. Smith, 16th June;—San Francisco and Manila 14th June, Mail and Gen.—O. S. & S. Co.
Fiume, Ger. s.s., 838, R. Wegner, 10th June;—Hon Kobe Bay, 14th June, Salt.—S. W. & Co.
Germania, Ger. s.s., 1,714, H. Lorenzen, 17th June;—Saigon 13th June, Rice.—J. & Co.

Hans Wagner, Ger. s.s., 664, J. Kagamon, 20th June;—Saigon 15th June, Rice.—L. W. & Co.
Heinrich, Nor. s.s., 764, T. Johnson, 16th June;—Hainan 13th June, Gen.—A. R. M.
Hford, Br. s.s., 2,719, I. G. McKechnie, 16th June;—Mojil 15th May, Coal.—D. & Co., Ltd.
Hidravili, Br. s.s., 3,768, S. Collington, 16th June;—Durban 24th May, Ballast.—G. L. & Co.
Johanne, Ger. s.s., 957, Ipland, 19th June;—Bangkok 13th June, Rice.—J. & Co.
Jura, Br. s.s., 2,397, R. Parker, 15th June;—Cardiff 13th April, Fuel and Coal.—Admiralty.
Karia, S.S. s.s., 608, G. Peiterson, 8th June;—Canton 7th June, Gen.—Aagaard, Thoresen & Co.
Korat, Ger. s.s., 1,268, W. Hubner, 16th June;—Bangkok 10th June, Rice.—M. & Co.
Kwelow, Br. s.s., 1,215, Hooker, 21st June;—Canton 20th June, Gen.—B. & S.
Manchuria, Am. s.s., 8,750, J. W. Saunders, 21st June;—San Francisco 25th May, and Shanghai 18th June, Mail and Gen.—P. M. S. Co.
Mansing, Br. s.s., 1,644, R. Houghton, 17th June;—Saadkan 11th June, Gen.—J. M. & Co.
Merapi, Dut. s.s., 1,557, E. Eldall, 16th June;—Charon via Singapore 10th June, Sugar.—Kin Tye Loong & Co.
Mercedes, Br. s.s., 3,500, J. S. McGregor, 18th June;—Hainan (Chusan) 8th June, Naval Stores.—Admiralty.
Neil MacLeod, Am. s.s., 901, E. Corral, 19th June;—Manila 16th June, Ballast.—Barretto & Co.
N. S. de Rosario, 715, M. Lopez Blanco, 12th June;—Manila 9th June, Ballast.—Barretto & Co.
Onsang, Br. s.s., 1,787, D. Christie, 12th June;—Calcutta 27th May, Coal.—M. & Co.
Petrarca, Br. s.s., 1,857, R. Hatje, 12th June;—Saigon 7th June, Gen.—S. W. & Co.
Ping Suey, Br. s.s., 6,457, E. Warrall, 21st June;—Liverpool via Ports 12th May, Gen.—B. & S.
Produce, Nor. s.s., 743, E. Winsnes, 20th June;—Saigon 16th June, Rice and Fish.—Aagaard, Thoresen & Co.
Providence, Nor. s.s., 693, Skarebo, 16th June;—Saigon 12th June, Rice.—Chinese.
Quana, Ger. s.s., 1,857, H. Madson, 16th June;—Mojil 10th June, Coal.—S. W. & Co.
Rajaburi, Ger. s.s., 1,189, O. Koch, 17th June;—Swatow 16th June, Rice and Timber.—B. & S.
Rajah, Ger. s.s., 1,400, C. Wolf, 20th June;—Bangkok 11th June, Rice and Meal.—Yuen Fat Hong.
Rubi, Br. s.s., 1,617, R. W. Almond, 18th June;—Manila 16th June, Gen.—B. & N. Co.
Shihue Maru, Jap. s.s., 2,967, Y. Chao, 16th June;—Shanghai 13th June, Flour, Opium, Gen.—N. Y. K.
Sparach, Ger. s.s., 900, Lombard, 11th June;—Hainan 9th June, Gen.—J. & Co.
Sumatra, Ger. s.s., 584, C. Nauer, 14th June;—Herbertshohe, Bismark Nord. 23rd May, Gen.—M. & Co.
Suising, Br. s.s., 1,776, G. A. Mitchell, 19th June;—Calcutta and Straits 22nd June, Gen.—J. M. & Co.
Taikoten Maru, Jap. s.s., 1,997, T. Oja, 20th June;—Kuchinotzu 15th June, Coal.—M. B. K.
Taiwan, Br. s.s., 1,040, J. A. Martin, 17th June;—Bangkok 11th June, Rice.—Chinese.
Uniform, Nor. s.s., 2,293, O. Olsen, 15th June;—Mojil 8th June, Coal.—Order.
Zoroaster, Br. s.s., 2,335, J. Ewan, 15th June;—Mojil 9th June, Coal.—B. & Co.
Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandoro Echaus, 15th June;—Manila 12th June, Ballast.—Barretto & Co.

Steamers Expected.

Vessels	From	Agents	Date
Chingta	Manila	B. & S.	June 23
Yunnan	Singapore	M. M.	June 24
Gregory Apar	Singapore	D. S. & Co.	June 24
P. Waldemar	Kuchinotzu	M. & Co.	June 25
Glenhurst	Singapore	M. G. & Co.	June 25
Inaba Maru	Japan	N. Y. K.	June 25
Montague	Singapore	C. P. R. Co.	June 27
Lahang	Manila	M. M.	June 27
Empire of Japan	Vancouver	C. P. R. Co.	July 3
Tachii	Bombay	C. & Co.	July 6

DOCK RETURNS

HONGKONG AND WHAMPOA DOCKS.

Vessels	At	Time
Alta	Kowloon Dock	10.00
H. M. S. Moonchen	"	10.00
H. M. S. Thistle	"	10.00
On Sang	"	10.00
Totti	"	10.00
Aperade	"	10.00
Daphne	Commencement	10.00

SHANGHAI. 13th inst.

Vessels	At	Time
Siam	New Dock	10.00
Lokang	Tungdok	10.00
Teigrau	"	10.00
Calcutta	International	10.00
Steel pontoons	"	10.00
1 Ste. launch	"	10.00

Ships Passed The Canal.

11 May—*Amelia*, *Palma*, *Pelau*, *Prunin*, *Para*, *Saxonia*, *Talamachus*, *Banavon*, 5th May—*Ajlas*, *Bewerlich*, *Oceanus*, *Yerona*, *Silvia*, (Gen.) *Prins Regent*, *Lutpold*, 15th May—*Rhennia*, 8th May—*Indra*, *Davy*, *Mahli*, *Rudolfshagen*, *China*, *Japan*, *Java*, 15th May—*Benaldi*, *Dionid*, *Shimura*, *Macduff*, 18th May—*Bingo*, *Maru*, *Patriotus*, *Touman*, *Nackar*, *Prins Eitel Friedrich*, 22nd May—*Agamemnon*, *Dunarty*, 25th May—*Anglo*, *Ernest Simoni*, *Glenhurst*, *Ping Sui*, *Sardinia*, 29th May—*Kintuck*, *Yarra*, *Sengambia*, 1st June—*Hudson*, *Macdon*, *Sachsen*, *Saxonia*, *Tenaka*, *Tonka*, 5th June—*Kowach*, *Manila*, *Spithead*, 6th June—*Fransua*, *Manila*, *Oran*, *Polynatien*, *Longor*, *Splia*, 12th June—*Bayern*, *Barlarie*, *Banlawis*, *Nubia*, *Alytanus*, *Ballerophon*, 15th June—*Armand*, *Bahic*, *Poliphemus*, *Prins Heinrich*, *Awa Maru*, *Akchi*, *Ghazee*, *Lauris*, 19th June—*Indramayo*, *Monmouthshire*, *Somalia*, *Isiria*, *Sepolia*, *Orestis*, *Urmiston*, *Grange*, 19th June.

Arrivals at Home—1st May—*Glenavie*, *St. George*, 5th May—*Austria*, *Baraleng*, *Bayern*, 8th May—*Rudolfshagen*, 15th May—*Palma*, 15th May—*Korona*, 15th May—*Fransua*, *Manila*, *Oran*, *Polynatien*, 17th May—*Pira*, *Bemlich*, *Manila*, *Oran*, *Polynatien*, 17th May—*Prins Regent*, *Lutpold*, 22nd May—*Achilles*, *Barn Balfour*, 25th May—*Agamemnon*, *Prins Eitel Friedrich*, 26th May—*Java*, 29th May—*Dionid*, *Ernest Simoni*, *Rudolfshagen*, 1st June—*Nackar*, *Yarra*, *Bundid*, 5th June—*Macdon*, *Parla*, *Yerona*, *Bingo Maru*, 6th June—*Agamemnon*, *Kintuck*, *Saxonia*, *Kowach*, 12th June—*Sengambia*, *Polynatien*, 15th June—*Sachsen*, 15th June—*Socotra*, 19th June—*Longor*, *Binglo*, *Sachsen*, 22nd June—*Manila*.

Post Office.

A Mail will close for:—

Manila—Per *Rubi*, 23rd June, 11 A.M.
Swatow, Weihaiwei, Telingtau, Chefoo and Tientsin—Per *Kuchinotzu*, 23rd June, 11 A.M.
Manila—Per *Wray Castle*, 23rd June, 11 A.M.
Macao—Per *Hongkwan I*, 23rd June, 2.15 P.M.
Swatow, Chefoo and Tientsin—Per *Ching-shing*, 23rd June, 3 P.M.
Swatow, Amoy and Tamsui—Per *Dafeng Maru*, 23rd June, 3 P.M.
Amoy—Per *Hongkwan I*, 23rd June, 4 P.M.
Amoy and Fochow—Per *Hainan*, 23rd June, 5 P.M.
Swatow, Amoy and Tamsui—Per *Hainan*, 24th June, 9 A.M.
Nagasaki and Vladivostok—Per *Daphne*, 24th June, 11 A.M.
Singapore, Penang and Calcutta—Per *Suising*, 25th June, 2 P.M.
Keelung, Shanghai, Moji, Yokohama, Victoria, B.C., and Seattle, Wash.—Per *Shihue Maru*, 25th June, 3 P.M.
Ningpo and Shanghai—Per *Hupah*, 25th June, 3 P.M.
Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney and Melbourne—Per *Prins Waldemar*, 26th June, 10 A.M.
Bangkok—Per *Korat*, 26th June, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, 26th June, 10 A.M.
Europe, &c., India, via Tulcorin—Per *Oceanus*, 26th June, 11 A.M.
Macao—Per *Hongkwan I*, 26th June, 12.15 P.M.
Manila—Per *Taming*, 26th June, 3 P.M.
Ningpo and Shanghai—Per *Shanli*, 26th June, 3 P.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Athenian*, 27th June, 11 A.M.
Macao—Per *Hongkwan I*, 27th June, 12.15 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Chang-sha*, 27th June, 3 P.M.
Bangkok—Per *Rafah*, 28th June, 11 A.M.
Swatow, Amoy and Fochow—Per *Shahyken*, 28th June, 3 P.M.
Sundakan—Per *Mausang*, 29th June, 5 A.M.
Manila—Per *Zaffre*, 30th June, 10 A.M.
Europe, &c., India, via Tulcorin

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIAN."

Captain Courlet, will be despatched for MARSEILLES on TUESDAY, the 26th June, at 1 P.M.

This Steamer connects at Colombo with the Australian line, as Sydney bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. TOURANE 10th July.
S.S. TONKIN 24th July.
S.S. ARMAND BEHC 7th August.
S.S. ERNEST SIMONS 21st August.
S.S. POLYNESIE 4th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th June, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
EGYPT AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

The Steamship

"ARCADIA"
Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON DIRECT, on SATURDAY, the 30th June, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th June, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Lyra	4,417	G. V. Williams	3rd July
Shawmut	9,666	E. V. Roberts	27th July
Tremont	9,666	T. W. Garlick	22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 26th May, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About
"WRAY CASTLE" 23rd June.
"LOWTHER CASTLE" 15th July.
"SAINT EGBERT" To follow.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 20th June, 1906.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS
AND DEALERS in Ladies',
Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.
TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON and BEEF, at
Moderate Prices.

Should patrons find any Meat supplied not
to be fresh, full price will be refunded on the
return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.

Hongkong, 14th May, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.

WHISKY, FINE MALT

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

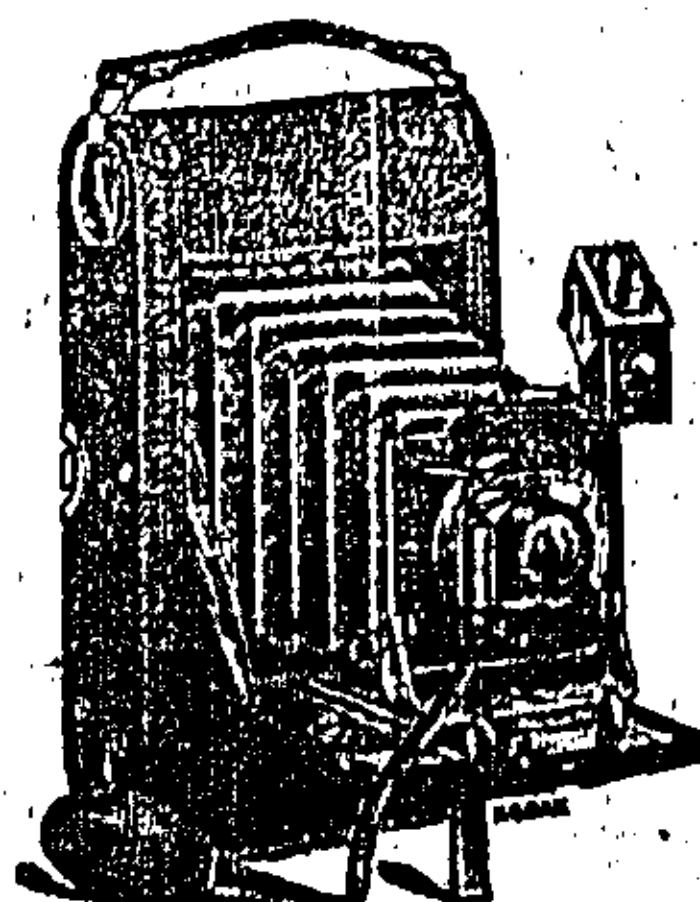
&c. &c. &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$9,500,000 \$250,000 \$127,355 \$150,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0 9/16 } = \$26.87 for 2nd half-year 1905	5 1/2 %	{ \$815 buyers London 4/2 \$38
National Bank of China, Limited	99,925	£7	£25		\$74,099	\$2 (London 3/8) for 1903		\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$352 1/2 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$400,000 \$311,131 \$1,135,814 \$569,279 \$800,000 \$61,278 \$15,527	\$2,722,271	Interim div. of 13/4 for 1905	4 1/2 %	\$810
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$229,488 \$1,270,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,488 \$1,270,000	\$544,058	\$6 for 1904	7 %	\$185
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,278 \$15,527	\$422,618	\$25 for 1904	8 %	\$305 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,638 \$88,941	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$20 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$154,331 \$120,000 \$241,150	\$218,080	\$1 for year ended 30.6.1905	8 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$1,000,000 \$1,278 \$15,527	\$4,435	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$25 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000 \$1,278 \$15,527	Tls. 23,156	12/- @ 1/10 = \$6.20 5/11 for 1904	8 1/2 %	\$77
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,000,000 \$1,278 \$15,527	Tls. 34,924	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
Do. (Preference)	100,000	£1	£1	\$1,000,000 \$1,278 \$15,527	\$107,815	Final Tls. 14 making Tls. 3 1/2 for 1905	7 %	Tls. 51 buyers
Shell Transport and Trading Company, Limited	1,000,000	\$10	\$10	\$1,000,000 \$1,278 \$15,527	\$218	1/- (Coupon No. 6) for 1905	4 1/2 %	27 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,278 \$15,527	Tls. 98,000	{ \$1.50 } for year ending 30.4.1906 { \$0.75 }	5 1/2 %	\$30
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$1,000,000 \$1,278 \$15,527	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$160
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$3 for 1897		\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 105 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$80,000 \$26,011 }	\$13,355	{ 1/- (No. 6) interim div. for 12 months } ending 31.12.05	7 1/2 %	Tls. 9.80 sellers
Oriental Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	none	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 1/2 %	G. \$14
Imperial Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$80,000 \$26,011 }	£4,873	No. 12 of 1/- = 48 cents		\$3 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$50,000 \$65,160 \$20,000	\$20,040	Final of \$3 1/2 making \$6 1/2 for 1905	5 1/2 %	\$102
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$362,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$155 sellers
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	\$88,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	Tls. 100,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 1/2 %	Tls. 114 sellers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 57,085	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 222 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 100
Astor House Hotel Company, Limited (Shanghai)	7,000	\$25	\$25	\$14,516	\$9,028	\$2 1/2 for year ending 30.6.1905	8 %	\$31 buyers
Central Stores, Limited	24,000	\$15	\$15	none	\$4,719	{ \$2.40 on \$12 for 1905 7 % on \$7 1/2 for 1905 }	13 1/2 %	\$18 sales
Do. (Founders)	123	\$15	\$15			None		\$15 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$24,071	1619	\$5 for second half-year making \$10 for 1905	7 1/2 %	\$130
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 1/2 %	\$118
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$208,386 \$50,000 }	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$574	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ending 31.10.1905	11 1/2 %	Tls. 68 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898		Tls. 61 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	11 1/2 %	Tls. 70 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8 %	Tls. 310 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	190 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$814	\$816	1/3 per share for 1905	9 1/2 %	\$7 1/2 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904		\$7 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 79 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ending 31.12.06	6 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	9 1/2 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,854	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	\$10	\$10	\$410,000 \$500,000	\$52,291	\$2 dividend and 50 cents bonus for 1905	9 %	\$28
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 31.12.05	11 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 } for 10 months ending 31.12.06 { 65 cents } for 10 months ending 31.12.06	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	\$15 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Final of \$15 making \$19 for 1905	8 1/2 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$88	Final of 50 cents making \$1 for the year	11 %	\$9
Matschappij tot Exploitatie van Landbouwerk- plaatjes in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,503 Tls. 27,603 }	Tls. 10,374	second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06	10 %	Tls. 227 1/2 ex div.
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,334	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 105,000	Tls. 11,017	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making } Tls. 5 1/2 1905	6 1/2 %	Tls. 133 1/2 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 }	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 24,820 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 1/2 %	Tls. 147 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000 Tls. 25,000 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 73 sales
Shanghai Waterworks Company, Limited	{ 7,200 7,200 7,200 }	{ £20 £20 £20 }	{ £10 £10 £10 }	none	Tls. 190,000	Final of 37/5 making \$3/6 for 1905/6		Tls. 36 sellers
South China Morning Post, Limited	20,000	\$25	\$25	none	Dr. \$41,934	First year		Tls. 280 sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$1,132	None		\$20
Huatai Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 24,000 }	Tls. 1,012	50 cents for year ended 31.5.05	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$22,000	\$551	{ 80 cents } for year ended 31.5.1905 { \$19.80 }	9 1/2 %	\$9
Do. (Founders)	100	\$10	\$10	{ \$300,000 \$25,000 }	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13 1/2 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 1/2 sellers
William Powell, Limited	15,000	\$10	\$10					